

Weather

Misty, mild but rather fine weather today. The maximum temperature yesterday was 71.4 and the minimum 48.4 the figures for the corresponding day last year being 64.0 and 52.5.

THE CHINA PRESS

報陸大

Today's paper consists of
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SHANGHAI, SUNDAY, APRIL 6, 1919

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GENERAL STRIKES BREAK OUT ANEW IN GERMAN CITIES

Increasing Disorder Is Reported From Centers All Over Country

DEMAND SOVIETS

Coalfield Workers Want Closer Relations With Russian Bolsheviks

CRIME INCREASES

Food Riots In Frankfurt Serious; Looters Use Machine-Guns

(Reuter's Agency War Service)

London, April 1.—A telegram sent from Copenhagen (today states) that a general strike has broken out in Berlin and threatens to be as serious as the former troubles.

Want Soviets Formed

Cologne, April 1.—The strike in the German coalfields is spreading. 27,000 miners are idle and demanding a six-hour day, the recognition of the soviets, the formation of a Revolutionary Workmen's Guard and closer relations with the Russian soviets.

Strike in Stuttgart

Copenhagen, April 1.—A message from Stuttgart states that a general strike has broken out there while the bourgeois have counter-struck, the shops are closed and there are no trains, posts, gas or electric light.

Riots in Frankfurt

Copenhagen, April 1.—A message from Frankfurt states that there have been serious food riots there. The mob, despite the police, stormed the law courts and police stations, destroyed their furniture and records and then liberated all the prisoners in jail, including dangerous criminals. Later they plundered the shops and there was much firing. The political leaders attempted in vain to check the crowd.

A message from Berlin states that the Imperial, with the Prussian Government, has resolved to proclaim a state of siege in the Ruhr district and troops are advancing to protect workers from terrorism. Special payments are promised to miners working 72 hours daily. The strikers exceed 50,000.

Crime On Increases

Berlin, April 1.—The insecurity in the large German cities has reached a dangerous stage. Murders and robberies are increasing in a marked degree. The sailors in Hamburg are specializing in highway robberies while numerous cases of looting are reported throughout the country.

A crowd came into collision with some looters in Frankfurt and both sides, brought machine-guns into play but the number of persons killed or wounded is not known.

The strike of miners in the Bochum district is already leading to the stoppage of work.

It is expected that the Spartacist movement will culminate on April 5, the date of the meeting of the second Soviet Congress. The Government is taking vigorous precautions and is preparing to occupy the Ruhr district.

Trouble in Westphalia

Copenhagen, March 31.—The insecurity in the industrial region of Rhenish Westphalia is increasing. Thieves recently raided the station at Dortmund and bagged half a million marks intended for payment of wages.

ADMIRAL TSAI TING-KAN RETURNS NORTH TODAY

Leaves Shanghai After Reparation Work Is Practically Cleaned Up

Admiral Tsai Ting-kan, co-director of the Reparation Bureau, will leave for Peking today, having finished the bulk of the work in connection with the repatriation of enemy subjects. His sudden departure was prompted by a telegram received here yesterday that his services are required in Peking in the Board of Customs Revenue, of which he is also co-director. Admiral Tsai was urged to return as the director, Mr. Sun Yat-sen, is soon to go on leave.

The Bureau of Reparation of Enemy Subjects on Bubbling Well Road will be dissolved on April 15, when all pending work is expected to be finished. As there is comparative little work in connection with the remaining deportees, the Bureau will be transferred to the office of General Lu Yung-hang at the Arsenal.

Royal Air Force Veteran Tells Of Work Of Planes

Lieut. Collins Speaks Before Saturday Club On Duties Of The Aviation Corps

"The factor of safety in flying today—aside from war flying—is ninety-nine and a half percent," declared Lieut. Anthony Collins, R. A. F., veteran of the Western front, who addressed the Saturday Club at tiffin at the Carlton yesterday. "Flying is as safe, or safer than, automobile riding in Shanghai, and as for myself I would sooner sit in an airplane sailing ten thousand feet in the air than sit behind a Shanghai chauffeur."

Lieut. Collins' topic was "The Work and Organisation of the Royal Flying Corps" and he gave a most graphic account of the duties and accomplishments of that great branch of service during the war. His talk was followed by an interesting and instructive review by Dr. Herbert Chatley of the development of the airplane to its present degree of safety. Fine weather and the races held down the attendance at the tiffin but there was a fair sized gathering on hand for the program. A third speaker was Mr. A. L. Fride, of the lecture department of the Y.M.C.A., who has been engaged in work with the American troops at Vladivostok. The meeting was presided over and the speakers were introduced by Dr. T. H. Lee, president of Fu-tan College.

Division Of Forces

The Royal Flying forces during the war were divided into two sections. Lieut. Collins said, the army wing and the corps wing, which in turn were divided into squadrons and the squadrons into flights. The corps wing operated from sometimes nor farther than 500 yards from the enemy lines and its duties, besides aerial engagements, included observation work, artillery control, bombing and photography.

"Artillery, observation," said the speaker, "was one of the most important duties of the war, the airplanes in this contest taking over the work done by cavalry in the old days. When the machine leaves the ground it takes along a photograph of the target on which the shot is to be made, as well as a map of the surroundings. It proceeds first to the pilot, its aerial gunner (Continued on Page 6)

JAPAN USING EXTREME MEASURES IN KOREA

Demonstrations Are Spreading And Hundreds Are Killed In Encounters

(Reuter's Pacific Service)

Peking, April 4.—Reports from Korea state that during a demonstration in Dungchoo on March 28, 111 persons were killed and over two hundred wounded. Forty persons were hooked and dragged by Japanese soldiers and firemen and half-buried, upright, in front of the railway station and relatives who came to identify the killed and wounded were beaten so that nobody dares to fetch away the bodies. A local doctor named Shen, to whom the wounded went for treatment, was whipped and beaten with rifle butts and finally arrested. Ossan Academy was destroyed and the church of the Heaven Worshippers burned down by the Japanese.

Similar scenes are reported to have occurred in other cities and the assistance of the foreign Red Cross is needed in Korea.

Wilson Circular Issued

Peking, April 2.—A report from Pyeng Yang, Korea, dated March 29 (not from a missionary) states that after two weeks of tranquility, demonstrations began again on March 27 and continued on March 28, crowds of Koreans shouting for independence. Students and others also distributed a printed circular, to stir up the people, saying that President Wilson would certainly give heed to the wishes of the Korean people and bring the matter before the Paris Peace Conference, so that they would be freed from oppression.

This document also stirred up the Japanese police and soldiers, who again cruelly beat the people and searched houses for ringleaders. In all 680 persons were taken to jail and 123 were taken to police stations, where they were shamefully treated. Among them were 40 male students and 20 female students. It is said that the treatment is meted out to prisoners at the police station than at the jail.

Many Fires In Seoul

Seoul, March 29.—Many fires are reported in and around Seoul. The large Government technical school near the East Gate was set afire. On March 28, when there were eight fires outside the South Gate, all, it is said, occurring in houses of Korean spice who help the Japanese and who are the most hated.

CHINA PEACE PARLEYS BEGIN AGAIN TOMORROW

Southern Delegates Agree To Resumption Of Informal Sessions Only

(Reuter's Agency War Service)

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Britain's Revenues Considerably Larger

Heavy Increases Are Shown In Statements Covering Past Three Years

(Reuter's Agency War Service)

London, April 1.—The total revenue of the United Kingdom for the financial year ending March 31 amounted to £889,020,825, as compared with £707,234,565 for the financial year 1917-1918 and £198,243,000 in 1913-14.

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Enemy Subjects on Bubbling Well Road will be dissolved on April 15, when all pending work is expected to be finished. As there is comparative little work in connection with the remaining deportees, the Bureau will be transferred to the office of General Lu Yung-hang at the Arsenal.

The League Of Nations Argument In A Nutshell



Darling in New York Tribune

BLOCKADE OF GERMANY HAS NOT BEEN RAISED

Is Not Included In Countries From Which Restrictions Recently Were Lifted

(Reuter's Agency War Service)

London, April 1.—In the House of Commons, during question time, Mr. Harmsworth stated that the blockade of Turkey, Bulgaria and Germany-Austria had been raised but there was no foundation whatever for the statement that the blockade of Germany had been raised.

The decision to get together again was reached by the heads of the two delegations, Mr. Tang Shao-yl and Mr. Chu Chi-chien, on the strong advice of the Yangtze tuncungs and General Wu Pei-fu, who offered to guarantee to the South that the armistice in Shensi will be respected. Mr. Tang Shao-yl, head of the Southern delegation, waived his previous objections and the informal session was called.

The meetings will be held in the former German Club, as before.

Building In Liverpool Falls; Traps Workers

MILLS USING AMERICAN COTTON TO BE CLOSED

Action Is Taken At Manchester Meeting Due To Poor Trade Situation

(Reuter's Agency War Service)

London, April 1.—At a conference of Master Cotton Spinners Federation, cardroom workers and operative spinners amalgamations held at Manchester today it was decided that all mills spinning American cotton should close down from April 10 to April 28 owing to the poor trade. It is estimated that a hundred thousand operatives are affected.

Parties of police and bluejackets rescued most of them after feverish efforts, but sixteen are still entombed beneath a hundred tons of debris and there is little hope of rescuing them alive as their cries for help are gradually getting fainter.

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Canadians Ordered Home From Siberia

(Reuter's Agency War Service)

Ottawa, March 21.—Arrangements have been completed for the return of the Canadian forces from Siberia.

Kaiser Still Asserts He Is Not To Blame

Insists He Strove Harder Than Anyone Else To Avert The War

(Reuter's Agency War Service)

London, April 1.—Mr. Harold Begbie, continuing his narrative of yesterday, says that the ex-Kaiser is entirely impudent. He is convinced that he strove harder than anybody God alone and that all rulers were against the war, which was made by the diplomats. Germany was involved in the war to defend Austria against the aggression of Russia.

The Kaiser declared that he sent his famous telegram to President Kruger, with grave misgivings, under the pressure of his advisers. He also regretted the sinking of the Lusitania, which was a "great blunder which he would never cease to regret". The shooting of Miss Edith Cavell was ordered by a drunken general and after it the Kaiser ordered that no woman should be shot without his personal sanction.

Speaking in French, the Premier

paid a warm appreciation to the

friendly consideration shown by the

French Government in sending the

officers to teach these most impor-

tant branches of the art of defense,

also thanking them personally for

coming such a great distance to

Japan to give lessons which are in-

valuable important.

American Fleet Head Is On His Way Home

(Reuter's Agency War Service)

London, March 31.—Admiral Sims, Commander of the American Fleet in European waters, left Southampton today homeward bound.

Troopship Wireless Sets Sail From Japan

(Reuter's Pacific Service)

Tokyo, April 5.—The British Ambassador, Sir Conyngham Greene, and Lady Greene left for home today, via Vancouver.

WILSON CALLS SPECIAL SESSION OF CONGRESS

President Plans To Sail For Home From France About April 20

(French Wireless To Reuter)

Paris, April 4.—(Via Lyons and Koukazza).—A message from New York to the Daily Mail says that it is believed in Washington that President Wilson hopes to embark for the United States on or about April 20. This information is found to be correct. Before leaving France President Wilson will convolve by cable a special session of Congress to meet at the beginning of May.

French Fliers Dined By Japanese Premier

Airmen Are Thanked For Coming So Far To Give Lessons That Are Invaluable

(Reuter's Pacific Service)

Tokyo, April 4.—The Premier, Mr. Hara, gave a dinner to the

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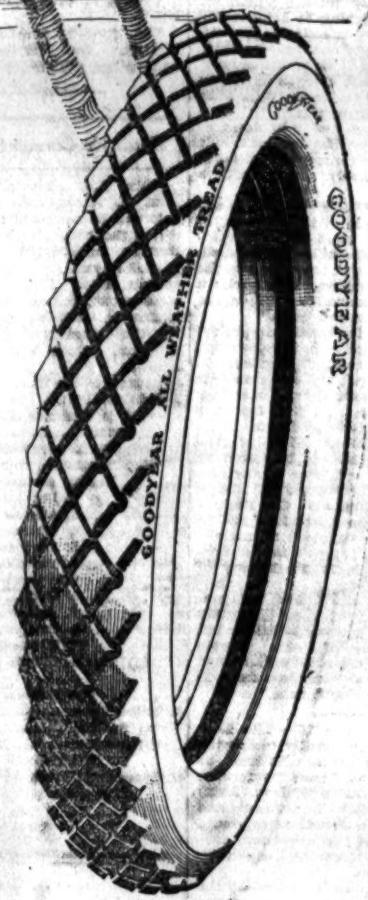
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'ONLY HALF A LEAGUE' SAYS BRITISH CRITIC

Observer Condemns Failure To
Tackle Russian, German And
Balkan Problems

PRAISE FROM OTHER PAPERS

Times Calls Covenant 'Greatest
International Document'—Man-
chester Guardian Pleased

London, February 15.—J. L. Garvin, writing in *The Observer*, says that the League of Nations creates "only half a League," and points out what he calls the profound defects in the covenant:

"First, there is nothing in it—nothing whatever to solve either the German or Russian problems which means that the Sphinx riddle of mankind after Armageddon is left quite unanswered.

"Second, the lesser States are not sufficiently regarded, though they include an immense total population nearly equal to that of the United Kingdom, France, and Italy put together. The consolidation of the new States in Eastern Europe, which will require a lot of consolidating, is not provided for, though everything may well depend upon that, considering what is their position between the unsolved Russian and German problems.

"Thirdly, and above all, there is no account taken of the economic factors in the causes and cure of international war factors, which did as much as anything to bring about Armageddon, are practically ignored. No great system of dealing with them is either suggested or foreshadowed, though without it everything else is only too likely to be in vain after certain years have passed.

"What is done, and well done, as far as it goes, on the economic side is the plan for an international labor code. It is literally only half a League."

The London Times ventures to say that the covenant of the League of Nations is the most important international document ever published, and one which, if it is worked in the spirit of its founders, will exercise a permanent influence for good on the future of the human race."

"It is a cause for legitimate pride," it says, "to recognise in the covenant so much of the work of Englishmen. The project, if not the same as that outlined by General Smuts, is as like it as its brother.... It is again a source of legitimate pride to Englishmen that Article XIX. of the covenant might almost be taken as an exposition of the principles animating the relations of Great Britain with India and the Dominions. That the Dominions are in the document recognised as nations before the world is also a fact of profound significance in the history of those relations."

"The League of Nations is not, whatever enemies of the project may say, a cosmopolitan corporation, but the culmination (if only people would see it) of sane and enlightened patriotism and of boundless faith in the future of our own race."

London, February 15.—The London newspapers generally praise the draft of the League of Nations as presented to the Peace Conference yesterday by President Wilson. Many hail it as the most important and most memorable document produced in the history of the world and congratulate the framers, especially President Wilson.

The general plan is praised by the majority of papers which express satisfaction over the "grand start" made, although several point out that considerable work has yet to be done before the ideals of the League can be fully realised.

A few provisions are criticised, namely, the omission of a provision for a "general conference" as included in the League of Nations plan of General Smuts. In deplored the absence of this feature, *The Manchester Guardian*, which has long been a champion of the League, says:

"We stand a good chance of getting the League of Nations run, not by the peoples, but by officials.... The defect is one which cannot be overlooked, and when President Wilson comes back from America we trust that the constitution of the League may be subjected to a somewhat searching revision."

But, apart from this, the *Guardian* finds that the document "corresponds with all the hopes that have been founded on it."

The majority of the evening newspapers also join in praising the document. *The Evening News* calls it "the Great Charter which will put an end to war." The *Star* says: "We rejoice exceedingly, for here at last we have the Magna Charta of mankind, the covenant of humanity."

The Liverpool Post, after analysing the draft, complains that "it looks trifling official," and says that, although this is not the moment for unsympathetic criticism for the League "to obtain the full moral authority that should belong to it, it will sooner or later have to derive its direct inspiration from a genuine Parliament of Man."

Weddings

Manners-Clarkson

An interesting wedding took place yesterday morning at the British Consulate when Miss Eleven May Clarkson was married to Mr. Philip Manners.

The bride was daintily attired in white serge trimmed with chenille and wore a white Georgette hat trimmed with gold marigolds. Following the quiet wedding a reception was held at No. 57 Avenue Road, where the happy couple received the congratulations of their many friends. The presents were numerous and tastefully selected.

The bride's going away costume was of navy blue serge and she wore a small pink and white hat. Mr. and Mrs. Manners left in the afternoon for Hangchow, where they will spend their honeymoon.

The wedding of Mr. Frank W. Jones, manager of the Shanghai Garage Co., and Miss Beatrice M. V. Solly, sister of the late British postmaster at Shanghai, took place Friday at the Holy Trinity Cathedral.

The civil ceremony was performed in the morning before Sir Edward Fraser, British Consul-General, while Dean A. J. Walker officiated at the church.

The bride was given away by Mr. W. H. Embrey. Miss Gladys Embrey was bridesmaid and Mr. A. V. Maunder acted as best man. The bride wore a charming dress of white crepe, trimmed with Georgette lace. She carried a shower bouquet of white roses and carnations with a wreath of orange blossom on her head.

The young couple left on the Ecuador for Manila, where the honeymoon will be spent.

Today's Concert Program

With Mr. Chmeinitski recovered from his recent illness the Moscow Trio will be complete for today's concert at the Town Hall and the excellent Russian combination will play, by special request, the delightful Tschakowski Trio. They will also give Massenet's Prelude and Glazunov's Romance, in addition to the selections by the Municipal Orchestra. The program, which begins at 5 p.m., follows:

1. Overture—Le Caid Thomas
2. Trio for Piano, Violin and Cello
A la mesure d'un grand
Artist Tschakowski.
(a) Pezzo elegiaco.
(b) Tema con variazioni.
Var. 1. Andante con moto.
" 2. Piu mosso.
" 3. Allegro moderato.
" 4. L'istesso tempo.
" 5. L'istesso tempo.
" 6. Tempo di Valse.
" 7. Allegro moderato.
" 8. Fuga.
" 9. Andante.
" 10. Tempo di Mazurka.
" 11. Moderato.
(c) Finale-Allegro risoluto
con fuoco.

The Moscow Trio
3. Valse Triste Sibeldius.
4. (a) Prelude Massenet.
(b) Romance Glazunov.
The Moscow Trio
5. Symphonic Poem—Le Rouet
d'Omphale Saint-Saens.
A. de Keyser,
Conductor-in-Charge.

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CHINA FINANCIAL STRAITS BECOME STEADILY WORSE

Finance Minister's Attempt At Resignation Brings Precarious Plight To Crisis

(From Our Own Correspondent)

Peking, April 2.—Four days ago the Minister of Finance, Mr. Kung Shih-chang, left Peking hurriedly for Tientsin, and left behind him intimations that he was about to resign.

The Prime Minister sent to Tientsin General Han Shu-ch'eng and Mr.

Tien Wen-lih, the Minister of Agriculture and Commerce, to persuade Mr. Kung to come back. He came back on the evening of March 31 and yesterday morning had a long interview with the President, after which he returned to the Ministry of Finance and went on with his work as usual.

The bride was daintily attired in white serge trimmed with chenille and wore a white Georgette hat trimmed with gold marigolds. Following the quiet wedding a reception was held at No. 57 Avenue Road, where the happy couple received the congratulations of their many friends. The presents were numerous and tastefully selected.

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A. de Keyser,
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Very little money from any source is flowing into the national treasury. Every month there is a deficit, and each deficit is larger than the preceding. The device of the Eighth Year Domestic Loan is not succeeding at all. There is foreign criticism of the security on which it is issued, Chinese criticism of the object with which it is issued, and the result is a general unwillingness to invest in it.

The result of the deficit is that every non-producing Ministry is complaining that it is not kept properly supplied with funds, and the Government proposes to do so. An association partly in Eighth Year Domestic Bonds is quite likely to bring about a general strike of Government employees.

These things have all conspired to make the position of Mr. Kung very difficult indeed, and friction between him and the Minister of the Army has been increasing ever since the former took up office. Only a fortnight or so after he came into office he had acute friction at a Cabinet meeting with General Chin, and there have been frequent passages at arms between them since. At a Cabinet meeting last week Mr. Kung,

in reply to some criticism by General Chin, said that if the Cabinet was not satisfied with the way he was doing his work he would resign. General Chin very bluntly said that Mr. Kung's resignation would be no loss, there were plenty of people who could fill his place quite as well as Mr. Kung, who was filling it. This was of course a jest, and Mr. Kung hurried off to Tientsin. How matters have been patched up is not known, but it is generally believed that it is mere patching, and that before long we shall see Cabinet changes of some importance.

Kaifeng News Notes

(China Press Correspondence)

Kaifeng, April 3.—Preliminary to the North China athletic meet to be held at Talyuenfu on April 15, Kaifeng has just held a preliminary meet to select the men to represent Honan. The honor was carried off by the Gi Pien (Baptist) School. This school won nine firsts out of fourteen, or fifty-eight points out of a possible 187 points. No other of the ten schools competing got over two firsts. The Normal School got twenty-eight points and St. Andrews

fourteen. Shlong Hwa-fu took most of the honors for the Baptist School. It was he who was the leading representative of this mission school two years ago in Tokio and many recognize in him fine material if he should really go into training.

The meet at Talyuenfu will select men from all North China to go to the Shanghai meet later, which in turn will select men for the Eastern Olympic to be held at Manila. Presumably the Manila Olympic will select representatives to go from the Far East to the World Olympic games to be held next year in America the last meeting four years ago having been called off on account of the war, for it was to have been held in Berlin. There will doubtless be a revival of interest in athletics for there has been no world meet since the Olympia in 1912 at Stockholm.

Kaifeng has recently seen a gruesome sight, for on the streets were exhibited twenty human heads. They were tumbled into boxes and set on the side of a main street. It is said

that these were the decapitated heads of so many brigands taken southeast of Kaifeng. If so these were some time ago thirty heads were seen in America the last meeting four years ago having been called off on

account of the war, for it was to have been held in Berlin. There will doubtless be a revival of interest in athletics for there has been no world meet since the Olympia in 1912 at Stockholm.

Considerable building activity is being noted in these columns recently, there are now being constructed a large egg-drying factory, a four story business block, and other buildings of business importance. An artesian well is being sunk preparatory to the erection by the post office of two fine residences, one for the postal commissioner, Mr. N. B. Doodha, and one for the accountant. It is also now certain that a new residence will soon be erected on the Baptist compound. A hundred thousand dollar post office is also scheduled for Kaifeng.

Mr. J. M. Gutierrez, postal accountant, has just finished his term and now starts to Spain for his rest. Mr. Rakman, of Peking, substitutes while he is gone for a year.

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WEEKS & CO., LIMITED

Outfitting Department

Just arrived

SCOUT HATS

SCOUT SHIRTS

SCOUT KNICKERS

SCOUT BELTS

SCOUT MUFFLERS

Billy Cans, Axes, Etc., Etc.

WEEKS & CO., LIMITED

WEEKS & CO., LIMITED

NEW SPRING STYLES IN FASHIONABLE FOOTWEAR

FOR MEN AND WOMEN



You will be interested in seeing these new models. They combine more real footwear value than has ever been found in shoes. The styles are the newest and most correct. The leathers and workmanship are the very finest and as to fitting, they fit the foot perfectly.

Right now our stock is unusually large, so if you are hard to fit now is the time to be correctly fitted.

HEADQUARTERS FOR SILK HOSIERY FOR MEN AND WOMEN

WALK-OVER SHOE STORE

"The Store Ahead"

24 Nanking Road



PAPER CARRIED IN STOCK

37 Canton Road

Shanghai



AT THE APOLLO

THE "LIVE" PICTURE HOUSE

3 Reels **3** Reels

MONDAY
APRIL
14th, 15th,
16th and 17th



3 Reels **3** Reels

MONDAY
APRIL
14th, 15th,
16th and 17th

CHARLIE CHAPLIN

"THE ONE AND ONLY"

IN THE FIRST OF HIS NEW \$1,000,000 COMEDY SERIES

A FIRST NATIONAL EXHIBITORS ATTRACTION.

"A DOG'S LIFE"

THERE ARE AS MANY LAUGHS IN "A DOG'S LIFE" AS THE PUP IN THE PICTURE HAS FLEAS.

HERE IS THE RECIPE FOR MAKING A SUCCESSFUL COMEDY.

First select a comedy; then build a series of the most ridiculous adventures that can be conceived around this dominating idea; and, finally, enact the result in a plot in the most painstaking and serious manner possible.



ADD CHARLIE TO THIS—THEN THE DEED IS DONE.

HERE IS THE SYNOPSIS

Charlie, an outcast, is found sleeping near a fence in a vacant lot. The odor from the can of a passing hawker's vendor awakens him. He attempts to secure food but is interrupted by the police, and is ordered on his way.

Later we find him in search of work but his attempts are futile. Walking along the street he is attracted by a dog fight, and saves a small mongrel from a terrible death. The dog becomes his everlasting friend and together they wander off.

When night overtakes them, the sound of music from a nearby dance-hall attracts Charlie's attention. He

at once decides to enter, and thereupon comes face to face with a sweet, innocent girl trying to succeed as a singer. She attaches upon the unfortunate Charlie, and a new life is awakened within him.

In the meantime, a drunk who has wandered into the same tough section of the city is robbed of his pocketbook by two crooks. They give chase, and to evade the law the crooks bury the pocketbook in the vacant lot, intending to secure it later.

We then find the girl and Charlie fast making friends, when a waltz demands that Charlie spend or get

out. Unable to buy, Charlie and his dog are ejected from the resort.

He returns to his abode in the vacant lot. The dog, eager for food, digs near his master's feet and uncovers the pocketbook. Charlie is overjoyed to discover the money inside the wallet, and decides to return to the dance-hall and renew his acquaintance with the girl.

Upon his arrival, he finds the girl on the point of being discharged for her inability as a singer. He at once plans to help her. Together they sit at a table near the two crooks; Charlie shows the girl the pocketbook, and

the money. The crooks recognize their spoils, and by rough methods regain the money. Once more Charlie finds himself without funds and is thrown out from the dance hall. The girl follows.

Charlie, believing the money rightfully his, again enters the dance-hall and by a clever ruse regains the pocketbook while the girl and the dog wait outside until his return.

Out of the rough and heartless world of poverty they then take their way, and later we find them happily married, while the dog waxes fat on the hearthrug of plenty.

PACK UP YOUR TROUBLES IN YOUR OLD KIT BAG AND SMILE—THEN LAUGH—THEN ROAR

PRICES

Dress Circle	\$2.00
Stalls	\$1.00

BOOK AT
ROBINSON'S



AMERICAN NOBLEWOMAN A LONDON PERSONALITY

Duchess Of Marlborough Taking Leading Part In Social Reform

By Harold Begbie

London, February 15.—Most people, said a satirist, are other people; and certainly one goes through life encountering strangers whom one has met hundreds of times before. But every now and then a creature brigantly loyal to its own personality crosses our path, and then the sun shines, the crocus breaks through the earth, the linnet sings from the almond blossom, and we are able to say, I believe in the resurrection of the soul.

Such a person is the Duchess of Marlborough. She possesses not only the courage of her personality, but so rejoicing a pleasure in the very act of living, that she uses her personality, hers and no other, to wring from existence all it has to give to human experience. She has this excellent excuse for being her sole self, that her sole self is in reality two, a self which can go with as share a pest and rich a pleasure to work of the dullest sociological as those exquisite things which make up for us the sweetnes of life. Duality is a great refreshment.

She has a real love for her fellow-creatures and works like a student at dull volumes of a municipal order, and without blinking an eyelash or looking up a reference book can quote you statistics which reduce your brain to the condition of an old lady running after a motor-bus which is full and has no intention of stopping.

But in other moods, when she is speaking of literature or china or furniture or other household items, she goes to the whimsical side of things, not only is she asthmatic as the soul of a tread-mill could desire, but as unstatistical as Venus.

Now it is important to emphasize this duality, for it means that the Duchess brings to social reform a fresh and a bright spirit, and that she takes to social life a depth of sympathy and a knowledge of humanity only to be got from personal social service.

The point is that if you would be as happy as this duchess, who lives as busy a life as the Prime Minister (or the Bishop of London), you must devote at least some of your time to unselfish and very arduous work, but work which ceases to be arduous if your heart goes into the effort, and if you make deep personal acquaintance with the men and women you desire to help.

I have discussed this matter with

the Duchess, and she has told me with real enthusiasm that social reform has given her an infinite zest for life, that she never knows a dull day, and that the problems which she thought at one time might either weary her patience or break her heart, now fill her with admiration for the men and women who suffer, and with an ever new determination to help in the work of putting things right.

A Parliament's Revolt

She has been for a long time interested in social works. She lent Sanderson House so often to philanthropic societies for the purpose of drawing-room meetings that at last her servants grew restless. One of them struck. She was a witty parlormaid. "Thought," she said, "of delivering her ultimatum: 'that I had taken service in a private house; I find it's a town hall.'"

But the Duchess, still interested in all forms of social betterment, is now devoting the greater part of her time to the profoundest of methods for achieving a better Britain, the method which we call Child Welfare. Here she concentrates. And she has reason. The child is the beginning of all true social reform.

She believes in money being spent on prevention rather than in attempts to effect a cure, and last year helped to raise nearly £50,000 for setting up Child Welfare centers all over the country. This year, she hopes to raise a very much larger sum, because 5,000 more centers are urgently needed—centers which will minister to the mothers before the child is born, and which will look after both of them when the child is a member of the British family. Posterty's Cradle

There is an agency known as the Children's Jewel Fund, with an office at 175 New Bond Street, which receives gifts of jewelry from generous people, and converts these jewels into money for the purpose of setting up their Child Welfare centers. The Duchess is working extremely hard at this moment in order to make the work of this fund widely known. Last year £50,000. This year—what shall we say?—£500,000. It's a large sum, but it's a possible sum.

Now if you should happen to possess a beautiful trinket which spends most of its time in a leather case, and if you should happen to want to contribute something to the up-keeping of the British race, may I suggest:

In other words, let me invite you to creep tiptoe to the national cradle, and which posterity now lies sucking his thumb in two minds whether to grow up a good citizen or a bad citizen, a strong man or a weak man, a hero or a duffer—to creep tiptoe to the cradle and there lay your jewel with a prayer that in the hands

(Continued from Page 1)

Air Force Veteran Tells Of Conditions

(Continued from Page 1)

of good and devoted women it may help to decide this infinitely important issue on the side of righteousness.

In its case, how little the jewel can do: at the cradle of Britain's Future, how much!

I can tell you for certain one thing it will do, and do at once: it will cheer up, encourage, and reward some of the kindest women in the land, who are now straining every nerve to set up 5,000 child welfare centers for the assurance of Britain's Future.

Madam, will you part?

the airplane to the pitch of efficiency it attained during the war. Dr. Chatley has four principal reasons for the safety now characterizing the airplane.

The first of these, he said, was the ability to control the machine, a consummation achieved by the Wright brothers by means of the rudder, elevator at the front of the plane and by flexible wings. The second reason was the production of "inherent stability" or the tendency of the machine to return to a safe position when disturbed. This was one of the most difficult of problems to be solved and it was in the accomplishment of this stability of the machine that Prof. Bryan had done so much. Increased study of meteorology was the third cause given, knowledge of the air and air conditions having advanced greatly in recent years; and the fourth cause, another defendant, proprietor of a place at 571 Woosung Road, drew a similar sentence and eleven inmates of the two places were fined \$5 each. Among the latter was a Chinese Police Constable attached to the Harbin Road Station.

A Chinese charged in the Mixed Court with running an opium den at 1496 Kashing Road was sentenced yesterday to pay a fine of \$100 or serve three months' imprisonment. Another defendant, proprietor of a place at 571 Woosung Road, drew a similar sentence and eleven inmates of the two places were fined \$5 each. Among the latter was a Chinese Police Constable attached to the Harbin Road Station.

A meeting of the creditors of the China Land and Building Company, Ltd., in voluntary liquidation, will be held at the offices of Messrs. Seth, Macmillan and Co., public accountants, 39 Kiangsu Road, on April 25 at 4 o'clock in the afternoon.

Mr. Frude, who was the last speaker, gave a humorous account of experiences with the troops while on transport work between America and France, and also told of his trip with the British ship *Tar* to the Marmara coast, taking troops and supplies from France, and bringing away a large number of Allied refugees.

The annual general meeting of the Shanghai Lawn Bowls Club will be held on April 15 at 6:30 p.m. at the

News Briefs

Mr. T. Harborne, British Postmaster, acknowledges with thanks the receipt of books, magazines, etc., sent by Messrs. J. Palmer (Nanking), Mr. Apes, W. Shaw (Ward), Mary E. John, J. A. Mackinnon and Wykeham-Moyers (Fagoda, Anchorage), J. Graham, Sir Haviland de Saumarez, Messrs. Andrews and George, Musgrave and Co., Frasari and Co., Shanghai Municipal Council (P. W. D.), Sitanghu Club, H. B. M. Postal Agent, Wei-hsien, W. Strom, G. E. Tucker, Geo. H. Charlton, A. R. J. Hearne, P. Lessner, Geo. A. Johnson, H. A. Wilbur, M. J. Weiss, and "Anon."

The execution of Wang Tse, found guilty by the Mixed Court for participating in an armed robbery at the Sung Yuen Pawn Shop, Fukien Road, on February 27, and handed over to the military authorities, took place yesterday afternoon at the rifle butts by order of General Lu Yung-hsing, the Shanghai Defense Commissioner.

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NANKING SAILS TUESDAY

The China Mail Steamship Company liner Nanking left Hongkong yesterday morning and will arrive at Woosung at daylight Tuesday morning. The tender, with outgoing passengers for the Nanking, is to leave the Customs Jetty at four o'clock Tuesday afternoon.

• • •

Vessels On Rhine Inspected By Haig

(Reuters Agency War Service)

Cologne, April 1.—Yesterday Field-Marshal Sir Douglas Haig inspected, the British navy on the Rhine, after which he departed for England.

Fukien Men Here Forms Organisation

Band Together To Aid In Reconstruction Of Province After Peace

Fukien residents of Shanghai have organized for the reconstruction of their province after the conclusion of internal peace and have established their headquarters at 136 Hung Cheung Lo, Chapel. At a meeting of the organization yesterday, it was decided to ask the Northern and Southern peace delegations at Shanghai to jointly appoint a commissioner for the drawing up of the line of demarcation between Southern and Northern forces in their province in view of the conflicting reports about Fukien received here. They warned the delegates not to commit the same error as occurred in the case of Shensi.

Japanese Division Starts For Siberia

Prince Nasimoto Commands The Sixteenth Which Will Relieve Men Of Sixth

(Reuters Pacific Service)

Tokio, April 4.—The 16th Division, commanded by Prince Nasimoto, of the Imperial family, will sail on the 7th for Siberia to relieve the 6th Division.

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WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI



HOW TO FURNISH THE NEW HOUSE

Last week we gave you some saving hints on the furnishing of the Bedroom, Dining Room and the purchasing of the House Linen. Now we come to the care of the inner man and offer you many big values in kitchen ware.

THIS WEEK —

“FITTING UP THE KITCHEN”



“ACME” STEEL FRYPANS
Cold handle with lip, as illustration.
Sizes: 10, 11 and 12 ins.
Prices: \$6, 75 and 85 cts. each



ALUMINIUM SPECIAL LIGHT FRYPANS
Plain finish
Sizes: 8 and 9 inches
Prices: \$1.25 and 1.40 each



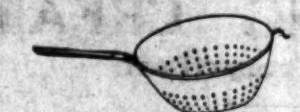
GRAVY LADLES
Deep. Diameter of bowl 4 inches
Price 65 cents each
Perforated Ladles. Dia. 3½ inches
Price 65 cents each



ALUMINIUM SPECIAL LIGHT SAUCEPANS
Wonderful value
1, 1½, 2, 3 pts.
\$0.90, 1.00, 1.25, 1.75



ALUMINIUM GRAVY STRAINERS
Polished, extra deep, fine mesh.
Size 4 ins. Price \$1.50 each



SOUP STRAINER
Heavy White Enamelled
Size 7 ins. Price \$1.25 each



Jilly Mould
Planished Tin with pipe centre.
each
Size 1 pint \$0.80
.. 1½ pints 1.00
.. 2 " 1.25



Combined Potato Chipper
Grater and Slicer
Strong Tin.
Price 75 cts.
each



Flour Sifter
Strong Tin.
Price 75 cts.
each



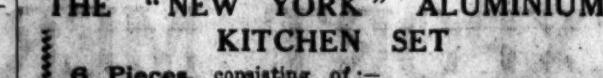
The “Sunnyside” Dover Range
The latest and most improved design. The fret extension fits both ends of hot plate. Length of top including extended hob:
No. 6—35 ins. long. Price \$30.00
" 7—37 " " 50.00
" 8—38 " " 55.00



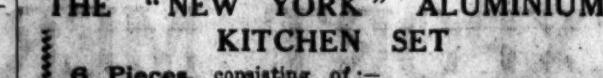
Aluminium Tea Pots
Superior quality, ebony handle, polished inside and out. Size 3 pts.
Price \$5.50 each



Kitchen Scales
American Make Slanting
Pial, weighs 24 lbs. x 1 oz.
Black Japanned tin Scoop.
Price \$5.00 each



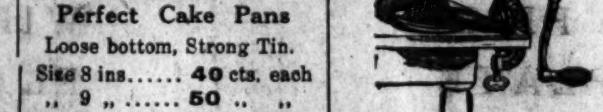
“ASTOR” FRUIT AND VEGETABLE SLICERS
Indispensable to good cooking and dainty service, much quicker than a knife, easy to work, made of hardwood and Bright Tin, with directions. Size 4½ by 13½ inches.
Price 65 cts.



THE “NEW YORK” ALUMINIUM KITCHEN SET
• Pieces, consisting of:—
1 Ladle 8½ inches bowl
1 Fish Slice long handle
1 Soup Strainer 4½ inches
1 Gravy Strainer 3½ inches
1 Measuring Cup
1 Funnel
Complete with hanging rack.
Special Price \$1.50 set



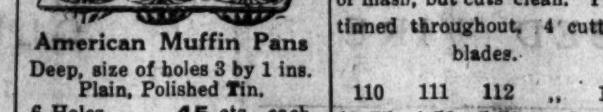
SINK BASKET
Strong White Enamel.
Sizes: 8, and 8½ ins.
Prices: \$1.25 and 1.50 each



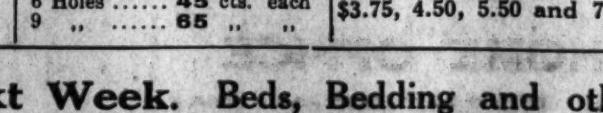
ENAMEL DISHPANS
Strong quality, colour brown outside, white inside.
Size 15 ins.
Price \$2.25



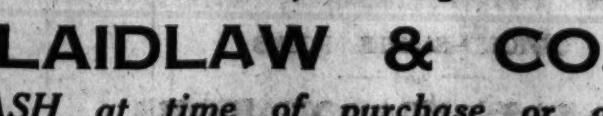
Perfect Cake Pans
Loose bottom, Strong Tin.
Size 8 ins..... 40 cts. each
.. 9 " 50 "



“Griswold” combination meat and food choppers, similar to illustration. Does not mangle or mash, but cuts clean. Pure timed throughout. 4 cutting blades.



American Muffin Pans
Deep, size of holes 3 by 1 ins.
Plain, Polished Tin.
6 Holes 45 cts. each
9 " 65 " "

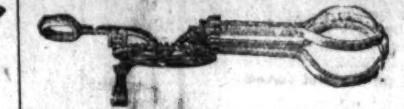


“GRISWOLD” FAMOUS AMERICAN WAFFLE IRONS

Strong cast iron with patent cold wire handles.
Size 8 ins. to make 4 waffles.
Price \$3.50 each



SHALLOW SAUCE PANS
Without covers, heavy quality, enameled. White inside, Blue outside.
Sizes: 5½, 6½, 7½, 8 pints
Prices: \$1.00, 1.25, 1.50, 1.75 each



DOVER EGG BEATERS
Very strong and serviceable,
Price 35 cts. each



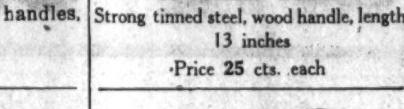
GRAVY STRAINERS
Strong quality, wood handle, fine wire gauze.
Sizes 4 and 4½ ins. 40 and 45 cts. each



Egg Whips
Strong tinned wire, length 10½ inches
Price 15 cts. each



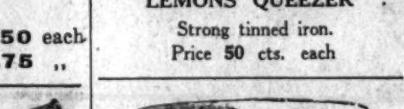
HARDWOOD ROLLING PINS
White revolving centre, polished handles.
Most convenient size.
Price 75 cts. each



KITCHEN FORK
Strong tinned steel, wood handle, length 13 inches
Price 25 cts. each



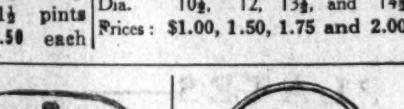
ENAMELED GRIDS
Strong Cast Bars
10 Bar .. Price \$3.50 each
12 " 3.75 "



LEMONS QUEEZER
Strong tinned iron.
Price 50 cts. each



AMERICAN IRON SKILLETS
With short handle and double lips. Very strong.
Sizes: 9 9½ 10½ 11 11½ pints
Prices: \$1.50, 1.75, 2.00, 2.25, 2.50 each



WASH BASINS
Heavy quality White Enamelled.
Diameter: 10½, 12, 13½, and 14½
Prices: \$1.00, 1.50, 1.75 and 2.00



ALUMINUM COLANDERS
Highly polished, very strong and serviceable.
Sizes: 9 and 10 inches
4 6 8 12 pts.
Prices: \$2.75 and 3.00 each



ALUMINUM SAUCEPANS
With ebony handle.
American made, polished inside and out.

Sizes: 9 and 10 inches

4 6 8 12 pts.

Prices: \$3.00, 3.50, 4.50, 5.50



Soup Boiler
Cast iron. Enamelled White inside. Makes perfect soups.
Sizes: 4, 7 and 12 pints
\$4.50, 6.75 and 8.75 each

Next Week. Beds, Bedding and other Sundries

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods

**China Political Notes
From Chinese Press**

The Peking Government has formally endorsed the Japanese proposal for the elimination of race discrimination at the Paris Conference. It expressed the hope that the proposal will meet with the approval of all the Allied Powers.

Parliamentarians of the Anfu Club declared that their opposition to the Eighth Year Domestic Loan was on account of the fact that it was not submitted to Parliament for approval. If the proposal is submitted, the issuance will be duly approved.

The cinematograph films taken at Shanghai of the examination and burning of the opium stock have reached Peking and will be screened on April 7 at the Peking YMCA.

Prominent members of the political and educational organizations have been invited to attend the first show.

General Chia Ying-pung, the Minister of War, cancelled his leave of absence Friday.

General Chang Tsao-lin, Tuchun of Fengtien, telegraphically recommends the appointment of General Fu Liang-tau, former Tuchun of Hunan, to some important office on the border.

The Government is reported to have recognised the appointment of a Consul-General for the Czechoslovakia at Shanghai.

TELEGRAMS IN EUROPE

The Commercial Pacific Cable Company announces that the following advice received yesterday from their head office: Telegrams in plain language may now be accepted for Poland and Austria, but not Hungary. The service is uncertain.

Commercial messages are now accepted at senders' risk for inhabitants of German territory on the left bank of the Rhine in Allied occupation. Personal or domestic messages are only allowed members of forces.

Passengers Arrived

Per P. and O. as. Dunera from Bombay: Captains Leslie, P. R. Jones, Greer, Bunker, Sydney-Smith, Jones, Portas, Preston, Culbertson, Thorpe, Cork, Rice, Arliss, Allardice, Taber, Blumenthal, Lieutenant Sonprinovitch, Harisik, Ludmirski, Mimes Costina, Banock, Camercoa, Baturine, Perry, M. Jones, Lennard, Mrs. Baturine, Mrs. Yevdika, Mons and Mrs. Baturine, Sir and Lady Thackeray, Mr. and Mrs. Lillahor, Mr. M. Vinesvaroy, Dr. and Mrs. Mehta, Dr. Dhargalkar, Mr. and Mrs. Garba, Mrs. Abdulla, Mrs. Buyers, Mrs. Enkaur, Dr. and Mrs. Riverre, Messrs. C. S. Cresch, B. Z. M. Hewitt, K. Uruki, Yukio, Minohri, Ogawa, Hidemitsu, Kihara, D. Shearer, Baboo Danatjinda, Williams.

Per M.M. as. Andre Lebon from Yokohama: Messrs. C. de Gruzewski, Andrews, Levin, Mr. and Mrs. Gan-

nevich, Mme. Ackermann; from Kobe: Mr. and Mrs. Lim, Messrs. Stepanov, Smilie, Elte, Barret, Orange, Murray, Miranski, Grigoreff. Per P.M. as. Ecuador from San Francisco etc.: Mrs. W. Butler, Mrs. Mary and Master John Cantorovich, Misses Mary Cantorovich, Jules Cantorovich, Helen Cantorovich, H. F. Minna, Helen Oliver, Mrs. Irene Erickson, Mrs. Arthur Heaney, Mr. and Mrs. L. Jacob, Mrs. B. P. Oliver, Lieut. H. Ollerdowen, Mrs. E. A. Ollerdowen and Infant, Master A. R. Richardson, Mr. and Mrs. Howard Stephens and Infant, Mr. and Mrs. E. J. Tharp, Masters Robert and Gilbert Sharp, Misses Ruth and Barbara Tharp, Messrs. W. A. Adams, James H. Brand, A. Bird, H. G. Blanton, Lewis Caldwell, L. Everett, John Harvey, R. C. Mackay, James F. Owlesley, Yung Chung-hi, Ying Yuen-chin; through passengers for Manila: Mrs. J. Arnould, Mr. and Mrs. John Baker, Master Sydney Baker, Lieut. J. H. Burke, Mrs. C. F. Baldwin,

Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

*The Invisible Protection
your skin needs*

Just before you go out, apply a little Pond's Vanishing Cream. It provides just the protection your skin needs to keep it soft, fine-textured and lovely.

Use it on your hands and face. It is instantly absorbed by the skin, leaving not the slightest trace of a shine. Notice the soft, velvety texture—the transparent, natural coloring it gives the skin.

Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

*Whenever you want your skin
to look its best*

Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines, and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.

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AMERICANS ARE STUDYING FOREIGN TRADE PROBLEM

American Enterprise And Labor Call For Definite Program Of Action

WIDER FIELDS NECESSARY

Practical Leaders In U.S. Will Discuss Problem Of Financing Exporters

Chicago, Feb. 25.—What is believed will be one of the most important foreign trade assemblies ever called into session in the States is foreseen in the preparations for the annual convention of the National Foreign Trade Council, scheduled to meet in this city on April 24, 25 and 26.

The sudden ending of the war has brought the country face to face with the problem of maintaining present prosperity and standards of living. To do this, war industries must be converted, fighters must be employed, and products and capabilities, and foreign outlets and newly-built shipping must be operated in accord with a sound maritime policy.

The convention will be peculiarly well equipped to make the answer. It will be composed of men who are the actual practical leaders of the foreign trade of the United States. Every agency of productive enterprise in this country—agricultural, commercial, financial, industrial, labor and transportation—will take part in the convention through its leading representatives. There will be delegates from every section of the country.

Discuss Maritime Policy

The great trade encouragement organizations of the Government—the consular service, bureau of foreign and domestic commerce and bureau of markets—will be fully represented.

It is expected that the session of the convention will discuss broadly the need of maintaining our foreign trade from the point of view of our increased industrial productive capacity; of our increased capacity for investment, both abroad and at home; the importance of maintaining full and adequately paid employment of labor, and from the point of view of our national fiscal policy.

One general session will be devoted wholly to the subject of the American merchant marine, with discussion of American shipbuilding, of the operation of ships from the point of view of the provision of cargo, the establishment of trade routes and organizations of concern.

stration centers abroad for return cargoes; the operation of the American navigation system in comparison with the navigation systems of other maritime nations, and finally, a discussion of American national maritime policy.

Another general session will be devoted to the broad consideration of general foreign trade problems.

Planning Foreign Trade

There will be several group sessions, probably eight in number, for the intensive consideration of the means and methods that may best be employed to insure the imperative expansion of our foreign trade. It is in these group sessions that the answer to the question "how" will be made.

One of them, for instance, will deal with the vital question of the support that banks and bankers are prepared to give to this new foreign trade movement—how it is to be financed. Another will deal with the subject of co-operation in foreign trade and will report the experiences of several of the export combinations formed under the new Webb law.

There will probably be a group session devoted to the interesting and important subject of advertising for foreign trade, and especially to the foreign advertising medium and the methods of their use. There will also be group sessions dealing with the work and problems of the foreign trade merchant and with direct selling methods for exporting manufacturers.

Code Of American Flag

The American Flag is frequently abused and put to uses not in keeping with the dignity of that for which it stands. The following code has been drawn up for its use by the Daughters of the American Revolution.

The American Flag is the Symbol of the Brotherhood of Man. It stands for Courage, for Chivalry, for Generosity and Honor. No hand shall touch it roughly; no hand shall touch it irreverently. Its position is afloat; to float over its children, uplifting their eyes and hearts by its glowing colors and splendid promises; for under the Stars and Stripes are opportunities unknown to any other nation in the world.

The Government commands the people to honor their flag. Men and boys will uncover as they pass the vivid scenes which represent the life blood of brave men and the stars which represent high aspirations and federal union.

When the flag is passing in parade or in review the people should, if walking halt, and if sitting, arise and stand at attention.

The flag should be raised at sunrise; lowered at sunset.

In decorating, the flag should never

be festooned; always hung flat. It should never be placed below a person sitting.

It shall not be used as a staff, a whip or a covering for tables or to hang in doorways or windows.

The only customs sanctioned for the use of the flag as a covering are by the Army and Navy to spread upon their honored dead and by the church to envelop a pulpit or an altar. The only flag which ever floats above it is the church pennant to typify "God above Country."

It shall not be marred by advertisement nor desecrated on the stage.

It shall not be worn as the whole or part of a costume.

It is not the plaything of the hour; it is the birthright of privilege and integrity.

When the flag is flown at half-staff as a sign of mourning it should be hoisted to full staff at the conclusion of the funeral. In placing the flag at half-staff it should first be hoisted to the top of the staff and then lowered to position.

When the flag is used in unveiling a statue or monument it should never be allowed to fall to the ground, but should be carried aloft to wave out.

It is the Emblem of Freedom, of Equality, of Justice for every person and creature as it floats unvanquished—unmarnished over the open door of free education.

Whenever the American Flag and another flag are hoisted on the same staff there must be double halyards, one for each flag, and the Star Spangled Banner must float from the top of the staff.

The American Flag should never come down for another flag to be hoisted in its place.

In the heart of every American citizen the American Flag must have the first and highest place—must be supreme.

It must always be carried upright. To bear the Star Spangled Banner is an honor; to own one a sacred trust.

The American Flag, the Emblem of our Country, is the third oldest national flag in the world. It represents liberty, and liberty means obedience to law.

It was born in tears and blood; it was baptised in blood and tears.

It has floated since June 14, 1777, over a country of benevolence, refuge and progress.

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Some New Translations Of Chinese Poetry

By Florence Ayscough And Amy Lowell

Translations of Chinese poetry are rare and all the more interesting for that. The translations given below are doubly interesting to Shanghai, because they are the collaborative work of Mrs. Florence Ayscough, of Shanghai, and of Amy Lowell, perhaps America's most distinguished and effective protagonist of vers libre, the new poetic medium. They were printed in "Poetry, a Magazine of Verse," the daring publication of Harriet Monroe of Chicago, also an outstanding figure in the world of poetry. Mrs. Ayscough did the Chinese translation—and in the theory on which she worked is another daring innovation which must be dealt with in another article—and Miss Lowell put the translation into verse. That their work is a fine artistic achievement, embodying the spirit of Chinese poetry as well as the beauty of English poesy, all will agree who read them.

AN EVENING MEETING

The night is the color of spring mists.
The lamp-flower falls,
And the flame bursts out brightly.
In the midst of the disorder of the
dressing-table
Lies a black eye-stone.
A golden hairpin has fallen to the
ground.
She leans against a screen,
Arch, coquettish, welcoming his
arrival.
Then suddenly striking the strings of
her table-lute,
She sings—
And her face is like rain whitening
the Gorge of Witches
And like the bright busy movement of
the Western Sea.

Li HAI-KU—Nineteenth Century.

THE EMPEROR'S RETURN FROM

A JOURNEY TO THE SOUTH
Like a saint he comes,
The Most Noble.
In his lacquered state chariot
He awes the hundred living things.
He is clouded with the purple smoke
of incense,
A round umbrella
Protects the Son of Heaven.
Exquisite is the beauty
Of the two-edged swords,
Of the chariots;
Of the star-embroidered shoes of the
attendants.
The Sun and Moon fans are borne
before him,
And he proceeds by sharp spears
And the blowing brightness of innumerable flags.
The spring wind proclaims the Emperor's return,
Binding the ten thousand districts
together
In a choiced harmony of Peace and
Shining light.

So that the white-haired old men and
the multitudes rejoice,
And I also wish to add the tribute of
my secret writings.

WEN CHENG-MING—Sixteenth Century.

ON SEEING THE PORTRAIT OF A BEAUTIFUL CONCUBINE

Pine rain,
Spring mud,
Slippery as bean curds.
In Rose-Red dress, she approaches
Red like wine;
Trotting as though overcome with
wine.
Her little heel-slip on the sliding path—
Who will support her?
Charley, my heart-ache,
With hope,
In a rose-red silken dress,
Her hair plaited like the folds
Of the hundred clouds.
It is Manchu.

CH'EN HUNG-SHOU—Nineteenth Century.

CALLIGRAPHY

The writing of Li Po-hai
Is like the vermilion bird
And the blue-green dragon.
It drifts slowly as clouds drift;
It has the wide swiftness of wind.
Hidden within it lurk the dragon and
the tiger.

The writing of Chia, the official.
Is like the high hat of ceremonial.
It flashes like flowers in the hair,
And its music is the faint, sweet
Blinking.

Or jade girdle-pendants.

But I stand beside the Lang Temple,

Doing nothing
And speaking not at all.

LIANG TUNO-SHU—Eighteenth Century.

THE PALACE BLOSSOMS
When the rain ceases,
The white water-flowers of Ch'ang Lo
stroll together at sunset
In the City by the River.
The young girls are no longer confined
In the tower pavilions,
But may gaze at the green water
Whirling under the bridge of many
turnings.

TAI TA-MIEN—Eighteenth Century.

ONE GOES A JOURNEY
He is going to the Tung Ting lake,
My friend who I have loved so many
years.

The spring wind stirs the willows
And they break into pale leaf.
I go with my friend
As far as the river-bank
He is gone—

And my mind is filled and overflowing
With the things I did not say.
Again the white water-flower
Is ripe for plucking.
The green pointed swords of the iris
Splinter the brown earth.

To the south of the river
Are many cinnamon trees.

I gather branches of them to give to
my friend at his return.

LIU SHIN-AN—Eighteenth Century.

FROM THE STRAN HUT AMONG
THE SEVEN PEAKS
I.

From the high pavilion of the great
rock,
I look down at the green river.
There is the sail of a returning boat.
The birds are flying in pairs.
The faint snuff color of trees
Close the horizon.

All about me
Sharp peaks jag upward,
But through my window,
And beyond,
Is the smooth, broad brightness
Of the setting sun.

II.

Clouds brush the rocky ledges.

In the dark green shadow left by the
sunken sun

A jade foundation flies,
And a little stream.

Thin is the fine thread spun by sad
women in prison chambers

Sheds through the grasses
And whirls suddenly upon itself

Avoiding the sharp edges of the iris
leaves.

Few people pass here.

Only the hermits of the hills come in
companions.

To gather the Imperial Fern.

LU KUN—Nineteenth Century.

ON THE CLASSIC OF THE HILLS
AND SEA

In what place does the cinnamon-red
tree of the alchemists seed

Upon the sun-slopes
Of Mount Mi?

It pushes out its yellow flowers
And rounds its crimson fruit.

Eat it and you will live forever.

The frozen dew is like white jade.

It shimmers with the ruddy light of
gems.

Does the Yellow Emperor regard these
things

Because it is the fashion to do so

Among people of importance?

TAO CH'EN—Fourth Century.

A RECLUSE

A cold rain blurs the edges of the river.

Night enters Wu.

In the level brightness of dawn

I saw my friend start alone for the
Ch'u mountain.

I gave him this message for my friends
and relations:

My heart is a piece of ice in a jade cup.

WANG CHANG-LING—Tenth Century.

AFTER HOW MANY YEARS

Spring

The willows near the roadside rest-

house are soft with new burst

leaves.

I saunter along the river path.

Listening to the occasional beating of

the ferry drum.

Clouds blow and separate

And between them I set the watch

towers.

They come in official coats

To examine my books.

Months go by;

Years slide backwards and disappear.

Musing.

I shut my eyes.

And think of the road I have come,

And of the spring weeds

Choking the fields of my house.

SUMMER

The rain has stopped.

The clouds drive in a new direction.

The sand is so dry and hard that my

wooden shoes ring upon it

As I walk.

The flowers in the wind are very

beautiful.

A little stream quietly draws a line

Through the sand.

Every household is drunk with sacri-

fical wine.

And every field is tall with millet

And pale young wheat.

I have not much business.

It is a good day.

HA! HA!

I will write a poem

On all this sudden brightness.

Autumn

Hear frost is falling.

And the water of the river runs clear.

The moon has not yet risen.

But there are many stars.

On the opposite bank

Autumn lamps are burning in the

windows.

I am sick.

Sick with all the illnesses there are.

I can bear this cold no longer.

And a great pity for my whole past life

Fills my mind.

The boat has started at last.

Oh, be careful not to run foul

Of the fishing-nets!

Winter

I was lonely in the cold valleys

Where I was stationed.

But I am still lonely, yet

And when no one is near

I sigh.

My glutinous wife rails at me

To guard her bamboo shoots.

My son has neglected

The vegetables.

Oh yes,

Old red rice can satisfy hunger,

And poor people can buy muddy

unstrained wine

On credit.

But the pile of land-tax bills

Is growing;

I will go over and see my neighbor,

Leaning on my staff.

LA HAI-KU—Nineteenth Century.

THE INN AND THE WESTERN LAKE

The Inn leans against the mountain's

root.

The smooth side of the water shines,

And the clouds skip over the sky.

This is the twilight of dawn and dusk.

On the top of Hsi Lung

The hill priest sits in the evening

And meditates.

Two—

Two—

Those are the lights of fishing-boats

Arriving at the door.

WANG CHING-SHOU—Nineteenth Century.

student who writes the best essay in English.

Upon consultation with the faculty of the Department of Political Science, the following subject was chosen:

The Present Proposal to Unify China's Railways.

The prizes are to be presented on Commencement Day.

The first Inter-class Chinese Debate was held on Friday evening, March 28. The subject was Resolved, that the establishment of medical schools is more imperative in China today than the founding of engineering colleges. All eight classes were well represented by teams of three debaters each and, it is noteworthy, that Mandarin was used throughout except by a few who adhere to the use of the vernacular dialect. The result was that the teams representing the Sophomore, Freshman, First Class and Third Class defeated, by a narrow margin, the debaters representing the Second Class, Junior, Senior and Fourth Class respectively.

The second debate will be held Friday evening, April 11. The same subject will be used. The final debate will take place on May 8. The subject will be Resolved, that the export of food grains is advantageous to China.

One gold medal to be awarded to a Middle School student who produces the best essay in Chinese. One gold medal to be awarded to a college student who writes the best essay in English.

The class of 1909 (winter), in memory of the fortieth anniversary of the University, the thirtieth anniversary of the President, and the tenth anniversary of the class, has given two prizes to the Alma Mater to be awarded according to the following specifications:

One gold medal to be awarded to the student who produces the best essay in Chinese. One gold medal to be awarded to the college student who writes the best essay in English.

PRESIDENT WILSON'S GREAT BOSTON SPEECH

Makes Eloquent Appeal For New Ideals Of Peace

War In A Generation Unless United Forces Of World Guarantee Treaty

President Wilson's Boston speech, delivered on his return to the United States from his first trip to France, has never yet been published in the Far East. It is given here in full, not only because it is an historic appeal for the ideals for which he is fighting in Europe on behalf of the American people but because it is a great human document. It presents the President in a new light, in a more mellow and human light. It is an appeal direct from his heart to the heart of his fellow-countrymen and it bears within it evidence of the emotional stress in which he has lived in the last three months in this, the greatest test of his career, perhaps the greatest test in the career of any statesman in modern history, in undoubtedly the greatest crisis of modern history. The speech follows in full.

"Governor Coolidge, Mr. Mayor, Fellow Citizens: I wonder if you are half as glad to see me as I am to see you. It warms my heart to see a great body of my fellow citizens again, because in some respects during the recent months I have been very lonely indeed without your comradeship and counsel, and I tried at every step of the work which fell to me to recall what I was sure would be your counsel with regard to the great matters which were under consideration.

"I do not want you to think that I have not been appreciative of the extraordinarily generous reception which was given to me on the other side. In saying that it makes me very happy to get home again, I do not mean to say that I was not very deeply touched by the cries that came from the great crowds on the other side. But I want to say to you in all honesty that I felt them to be a call of greeting to you rather than to me.

"I did not feel that the greeting was personal. I had in my heart the over-crowning pride of being your representative and of receiving the plaudits of men everywhere who felt that your hearts beat with theirs in the cause of liberty. There was no mistaking the tone in the voices of those great crowds. It was not a tone of mere greeting. It was made a tone of more generous welcome; it was the calling of comrade to comrade, the cry that came from men who say: 'We have waited for this day when the friends of liberty should come across the sea and shake hands with us, to see that a new world was constructed upon a new basis and foundation of justice and right.'

World Trusts America

"I can't tell you the inspiration that came from the sentiments that come out of those simple voices of the crowd. And the proudest thing I have to report to you is that this great country of ours is trusted throughout the world.

"I have not come to report the proceedings or the results of the proceedings of the peace conference; that would be premature. I can say that I have received very happy impressions from this conference; the impression that while there are many differences of judgment, while there are some divergences of object, there is nevertheless a common spirit and common realization of the necessity of setting up new standards of right in the world.

"Because the men who are in conference in Paris realize as keenly as any American can realize that they are not the masters of their people; that they are the servants of their people and that the spirit of their people has awakened to a new purpose and a new conception of their power to realize that purpose, and that no man dare go home from that conference and report anything less noble than was expected of it.

"The conference seems to you to go slowly; from day to day in Paris it seems to go slowly; but I wonder if you realize the complexity of the task which it has undertaken. It seems as if the settlements of this war affect and affect directly, every small nation in the world, and no decision can prudently be made which is not properly linked in with the great series of other decisions which must accompany it, and it must be reckoned in with the final result if the real quality and character of that result is to be properly judged.

Hearing The Whole Case

"What we are doing is to hear the whole case, hear it from the mouths of the men most interested; hear it from those who are officially commissioned to state it; hear the rival claims; hear the claims that affect new nationalities that affect new areas of the world; that affect new commercial and economic connections that have been established by the great world through which we have come. And I have been struck by the moderation of those who have represented national claims. I can testify that I have seen nowhere such a gleam of passion. I have seen no one who has been so moved to tears come to the eyes of men who plead for down-trodden peoples whom they were privileged to speak for; but they were not tears of anger, they were tears of ardent hope.

"And I don't see how any man can fail to have been subdued by these pleas, subdued to this feeling, that he was not there to assert an individual judgment of his own, but to try to assist the cause of humanity.

"And in the midst of it all every interest seeks out first of all, when it reaches Paris, the representatives of the United States. Why? Because, and I think I am stating the most wonderful fact in history—because there is no nation in Europe that suspects the motives of the United States.

"Was there ever so wonderful a

ed by something that they could only call a religious fervor. They were not like any of the other soldiers. They had a vision, they had a dream, and they were fighting in the dream, and fighting in the dream they turned the whole tide of battle and it never came back.

Nation Proud Of Its Burden

"One of our American humorists, meeting the criticism that American soldiers were not trained long enough, said: 'It takes only half as long to train an American soldier as any other because you only have to train him one way' and he did only go one way, and he never came back until he could do it again.

Must Help Smaller Nations

"Do you realize how many nations are going to be set up in the presence of old and powerful nations in Europe and left there, if left by us, without a disinterested friend?

Do you believe in the Polish cause, as I do? Are you going to set up Poland, immature, inexperienced, as yet unorganized, and leave her with a circle of armies around her? Do you believe in the aspiration of the Czechoslovak and the Jugoslavs as I do? Do you know how many Powers would be quick to pounce upon them if there were not the guarantees of the world behind their liberty?

"Have you thought of the sufferings of Armenia? You poured out your money to help succor the Armenians after they suffered; now set up your strength so that they shall never suffer again.

"The arrangement of the present peace cannot stand a generation, unless they are guaranteed by the united forces of the civilized world. And if we do not guarantee them, can you not see the picture? Your hearts have instructed you where the burden of this war fell. It did not fall upon the national treasures; it did not fall upon the instruments of administration; it did not fall upon the resources of the nations. It fell upon the priceless homes everywhere where women were toiling in hope that their men would come back.

"When I think of the homes upon which dull despair would settle if this great hope is disappointed, I should wish for my part never to have had America play any part whatever in this attempt to emancipate the world. But I talk as if there were any question. I have no more doubt of the verdict of America in this matter than I have of the truth of the blood that is in me.

Nations To Do Great Thing

"And now these ideals have wrought this new magic, that all the peoples of Europe are buoyed up and confident in the spirit of hope, because they believe that we are at the eve of a new age in the world when nations will understand one another, when nations will support one another, in every just cause, when nations will unite every moral and every physical strength to see that the right shall prevail.

"If America were at this juncture to fall the world, what would come of it? I do not mean any disrespect to any other great people when I say that America is the hope of the world; and if she does not justify that hope the results are unthinkable. Men will be thrown back upon the bitterness of disappointment not only, but the bitterness of despair.

"All nations will be set up as hostile camps again; the men at the peace conference will go home with their heads upon their breasts, knowing that they have failed—for they were bidden not to come from there until they did something more than sign a treaty of peace.

"Suppose we sign the treaty of peace and that it is the most satisfactory treaty of peace that the confusing elements of the modern world will afford and go home and think about our labors, we will know that we have left written upon the historic table at Versailles, upon which Vergennes and Benjamin Franklin wrote their names, nothing but a modern scrap of paper; no nations united to defend it, no great forces combined to make it good, no assurance given to the down-trodden and fearful people of the world that they shall be safe. Any man who thinks that America will take part in giving the world any such rebuff and disappointment as that does not know America.

"Has Fighting Blood In Him

"I invite him to test the sentiments of the nation. We set this nation up to make men free and we did not confine our conception and purpose to America, and now we will make men free. If we did not do that all the fame of America would be gone and all her power would be dissipated. She would then have to keep her honor for those narrow, selfish, provincial purposes which seem so dear to some minds that have no sweep beyond the narrow horizon.

"Think of the picture, think of the utter blackness that would fall on the world! America has failed!

"America made a little essay at generosity and then withdrew. America said 'we are your friends' but it was only for today, not for tomorrow. America said: 'Here is our power to vindicate right' and then the next day said: 'Let right take care of itself and we will take care of ourselves.' America said: 'We set up a light to lead men along the paths of liberty but we have lowered it, it is intended only to light our own path.' We set up a great

kind of folks who would understand what the kind of folks at home would understand and that they were thinking the same things.

Back To Do Some Work

"I feel about you as I am reminded of a story of that excellent wit and good artist, Oliver Herford, who one day, sitting at luncheon at his club, was slapped vigorously on the back by a man whom he did not know very well. He said: 'Oliver, old boy, how are you?' He looked at him rather coldly. He said: 'I don't know your name; I don't know your face, but your manners are very familiar.' And I must say that your manners are very familiar, and let me add, very delightful.

"It is a great comfort for one thing to realize that you all understand the language I am speaking. A friend of mine said that to talk through an interpreter was like witnessing the compound fracture of an idea. But the beauty of it is that, whatever the impediments of the channel of communication, the idea is the same, that it gets registered, and it gets registered in responsible hearts and receptive purposes.

"I have come back for a strenuous attempt to transact business for a little while in America, but I have really come back to say to you, in all soberness and honesty, that I have been trying my best to speak your thoughts.

"When I sample myself, I think I find that I am a typical American, and if I sample deep enough, and get down to what is probably the true stuff of a man, then I have hope that it is part of the stuff that is like the other fellow's at home.

"And, therefore, probing deep in my heart and trying to see the things

that are right without regard to the America I things that may be debated as expedient. I feel that I am interpreting for my fellow men throughout the purpose and the thought of the world."

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DEATHS

LYNBORG.—On April 4, 1919, at the General Hospital, Shanghai, Christian Peter Christensen Lynborg (late of the Chinese Maritime Customs), aged 66 years. Funeral today, April 6, at the Bubbling Well Cemetery, at 4 p.m.

21954

AHRENS: Our beloved son, Eugene, died at 5 a.m. 5th inst., at General Hospital, after a short illness. The funeral will take place this afternoon, at 5 o'clock, at Bubbling Well Cemetery. Mr. and Mrs. Ahrens.

21861

Today's Church Services

Holy Trinity Cathedral—Passion six o'clock. Preacher: The Rev. F. Sunday. (Fifth Sunday in Lent.) 8 a.m. Holy Communion. 9:30 a.m. Children's Service. 10:30 a.m. Mattins; Psalm 22; Dykes in F.; Anthem "Blessed Jesu." Dvorak; Hymns 96, 200, 107. Preacher: Rev. W. Robbins. 11:30 a.m. Holy Communion. 6 p.m., Evensong; Psalm 51; Anthem "O Saviour of the world," Goss; Hymns 106, 467, 13. Preacher: The Dean. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrew's Church, Broadway—10:30 a.m., Mattins and Holy Communion; Preacher: Rev. S. J. Nightingale. 2 p.m., Children's Service. 6 p.m., Evensong. Preacher: Rev. W. Robbins, M.A.

Union Church—Sunday, April 6, 11 a.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: "The stimulus of religion;" Chant 134; Anthem "How lovely are Thy dwellings, (Brahms); Hymns 30, 435, 369. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "The power of the Cross;" Chant 34; Choral Hymn "Hall Gladning Light" (Stainer); Hymns 186, 275, 659. 7 p.m., Holy Communion.

St. John's Pro-Cathedral, Jessfield—Evening Prayer in English at

Peace Among Nations

THE League of Nations is the third stage, and the most important and hopeful of all, in the evolution of "the peace of righteousness" as the rule of conduct among nations. It is the culmination of centuries of endeavor, for civilised nations have long believed that peace should be the rule, war the exception; that peace promotes the happiness and welfare of mankind, that war is an evil to be abhorred. It is interesting and profitable to consider in this light the advance of the idea of permanent peace which has taken possession of men's minds, because the processes of organic evolution have a way of working themselves through to the end contemplated in nature's law regardless of the puny efforts of men to stay them.

We may take as representing the first stage of this evolution the familiar treaty of amity, of which there are innumerable examples. It is a covenant between two nations in which the purpose to maintain lasting peace is declared. The Treaty of Amity and Commerce negotiated in 1783 between the United States and France declares in its first article "that there shall be a firm, inviolable, and universal peace and a true and sincere friendship between the Most Christian King, his heirs and successors, and the United States of America." In the definitive treaty between the United States and Great Britain at the close of the Revolutionary War it was declared that the purpose of the treaty was to establish such relations between the two countries "as may promote and secure to both perpetual peace and harmony." But there was another war. The Treaty of Ghent in 1814 declared in its first article "that there shall be a firm and inviolable peace between his Britannic Majesty and the United States." So our Treaty of Amity with Prussia in 1799 affirmed that "there shall be in future, as there has been hitherto, a firm, inviolable and universal peace and a sincere friendship between his Majesty, the King of Prussia, * * * and the United States of America."

In all these treaties during the first great stage of the evolutionary process, the principle that peace should prevail among nations, and that it should be permanent, is affirmatively recognised. All nations make such treaties with other nations. But the treaty of amity between two nations failed of its purpose. It did not prevent war. Such treaties have been negotiated for centuries, but the ravages of war were not stayed. Then came the second stage in the process—the agreement of nations to refer their causes of difference to arbitration or adjudication. The treaties entered into after the First Hague Convention are an example of this attempt to secure guarantees of peace. It was agreed that differences of a legal nature or relative to the interpretation of treaties, if not settled by diplomacy, "shall be referred to the Permanent Court of Arbitration established at The Hague." But it was provided that matters affecting

(Continued From Page 14)

Two Fatal Bits Of Teutonic Stupidity Cost Germany The War

By Karl H. Wiegand
(New York Sun)

WHAT the Allies did not accomplish in 1915 they could not accomplish in 1916; the goal now set for 1917, namely, the defeat of Germany, will not be attained by them in that year, nor in 1918. Let them come on. They have lost approximately 15,000,000 men in dead, wounded, sick and prisoners. If they could not win with them they cannot win without them.

There was no tone of boasting in the voice of Field Marshal Paul von Hindenburg and Ludendorff, sitting there in defense. The "Woman of the German war gods spoke with quiet finality as if he believed what he said.

"But if America should come in?" I asked.

"That would not change the situation," interposed Ludendorff, sitting on my right. He thinks and speaks much quicker than the old Field Marshal.

"America is already doing us all the harm she can," added Hindenburg.

"Permit me, Herr General Feldmarschall, don't you underestimate America's vast resources, human and material, and perhaps also the spirit that might be aroused in her people?" I asked.

"Judgment and reason would seem to counsel caution against embarking on any course that would draw the United States into the conflict. It is not unreasonable to assume that she might turn the scales against you," I added.

The grim old war god, the idol of the German people, gazed long and deep into the dinner plate in front of him as if he would read the future in the porcelain.

"No resources as such, but resources through resources transformed into active fighting power combined with the highest efficiency, that power permeated with the indomitable spirit of a united people imbued with the will to victory of a nation fighting in a righteous cause, the whole centralised and directed with intelligence—that is what makes for victory in war."

Prediction for 1918

It was a long sentence for the terse, laconic old Field Marshal. Whatever his faults and weaknesses, volubility was not one of them. Slowly, deliberately, punctuated with pauses, he spoke in his jerky but forceful manner.

Again Ludendorff broke in with something to add: "Before your country reaches that stage—a very long process—and makes it felt on this side it will all be over," he said.

The place, grand general headquarters of the German armies—in the village of Pless on the vast estate of the Prince of Pless in Silesia near the Russian border. The scene, the dining room in the living quarters of the Kaiser's military adviser and Chief of the General Staff—a large farmhouse. The time, the evening of December 5, 1916. Present, Field Marshal von Hindenburg; his chief of strategy, Gen. Erich Ludendorff; several members of their staff and an American correspondent.

Conversation around the long dining table lulled. Every member of the staff present, wanted to lose not a word of the discussion between the two greatest of the German military chieftains and the war correspondent. All eyes were on Hindenburg. Outside the cold December wind moaned dimly through the leafless trees. There was an atmosphere of gravity, as if vital decisions were pending, even though the momentary expectation of news of the fall of Bucharest could not dispel. Only later did I learn that already then the question of a renewal of the ruthless submarine campaign was in the balance.

We had been discussing what in effect were the possibilities of the approach of the dusk of the German war gods and the shattering of their Wallahs of militarism, in the very heart of which we sat that evening. Only we clothed our thoughts in more polite terms with due deference to them as my hosts and to me as their guest.

Earlier in the evening I had a chat with Hindenburg in his workshop in the division of operations of the General Staff, located in what had been the administration building of the big estate. There also he inscribed his name and the date of my visit in my autograph album. He invited me to dine with him and Ludendorff at his living quarters in the house of the superintendent of the estate.

The Kaiser lived in the unpretentious schloss or palace of the Prince of Pless with the owner as his guest. It was an ugly pile of red brick. General headquarters was 150 miles from the nearest point on the eastern front line and about 300 from the western front. It was free from that abomination of all abominations, serial attacks. Nothing will so quickly transform the saintliest Christian into a cursing heathen with a flow of profanity that would make a mule driver green with envy as persistent attacks by the "cavalry of the air" upon tired and worn out soldiers and officers.

Hindenburg Misjudged America

Ludendorff had started the discussion that evening by asking whether there was any likelihood of the United States joining the Allies against Germany. Covering his own tactics, I had answered with a question: Did Germany intend to attack the ruthless submarine war, condemned by all the world? Ludendorff looked past me to Hindenburg on my left, with that deference to his chief which he always showed in the presence of the old Field Marshal.

One could never tell what might develop in war; war was full of surprises, remarked Hindenburg, cautiously. There was no desire, no present intentions, to renew the unrestricted U-boat war. "Unless we are forced to do it," here quickly interposed Ludendorff. I did not know what the situation was in America except for what I had read, but I

tory of an entire nation," which he had declared essential to success, had no longer exist, he answered with an expressive movement of the hand which I interpreted as meaning "the game will be up."

"Das kommt nicht bei uns" (that will not take place with us), he said. But he was mistaken.

So much has been written about Hindenburg and Ludendorff that I will give my personal impressions of them. In August, 1916, Germany, with the "glooms" resting heavily upon the people, was suddenly electrified by the news that the popular idol, Hindenburg, had been placed at the head of all the German armies to succeed Falkenhayn. Until then Hindenburg had been only commander in chief in the East.

The spirits of army and people rose. I was the first foreigner in Berlin to hear K. Maximilian Harden having called me up on the telephone and told me some hours before it became public. Officers in the Adlon Hotel, when I told them, threw their arms around one another for joy.

Gen. Erich von Falkenhayn, who had been Minister of War and had been named by the Kaiser to succeed Count Helmuth von Moltke as Chief of the General Staff some time after the German defeat at the first battle of the Marne, had proved no greater success. Hindenburg and Ludendorff had traveled a road of triumphal victories that led into the heart of the people. Falkenhayn achieved nothing spectacular. The masses did not take into consideration that the French, the British and the Belgians were not the Russians.

Falkenhayn, far, despite the Kaiser's favor, became only a question of time after the rivers of blood in his ill-fated Verdun venture, so often attributed to the Crown Prince.

The Kaiser did not particularly want Hindenburg as chief of his armies, a post which carried with it the position of chief military adviser to the monarch. The grim, blunt Field Marshal had never been a personal favorite of his. Had he not retired some time before the outbreak of war, report said, because he had told the Kaiser same plain truths? The Kaiser was willing to heap honors on him, but preferred that for personal contact Hindenburg remain in the East.

His cold reserve, rough granite-like appearance and short, brusque manner, so sharply in contrast with the polished, suave and almost Frenchlike courtesy of Falkenhayn, never appealed very strongly to the "Oberste Kriegsleitung." Then, too, Hindenburg was independence personified.

There was nothing of the courtier about the warrior of the Magyar sword. He was not given to flattery, but was given considerably to criticism. When he became gruff and spoke in his mind freely his words had the lowness of liquefied air. Much the time he was taciturn, something Wilhelm II. never could stand. The Kaiser was very impulsive and anything around him that savored of gloom depressed his spirits. To offset that, however, Hindenburg had a rocklike confidence upon every occasion; though taciturn he was never dispirited, and it was believed that he would be able to steady the Kaiser.

But the Kaiser resisted for a long time the pressure to name the hero of the East. Less than a year before Hindenburg not slowly and with aggravating deliberation unbuckled his sword and quietly laid it on the table before his highest war lord, to say, "Then, your Majesty, I am no longer in command there," when the Kaiser had impetuously insisted upon some changes in the Field Marshal's campaign plans in the East. A member of Hindenburg's staff related the incident.

The Kaiser would much have preferred the more courteous and bendable Mackensen for Chief of Staff, but next to Falkenhayn Mackensen was the most unpopular high commander with army and people. And as there were many reports of friction between Falkenhayn and Hindenburg it was known as well that Hindenburg had no particular love for Mackensen, whose victories were largely credited to the military genius of his chief of staff, Major-General von Seeckt, often called the "second Hindenburg."

Mackensen was a great favorite of the Kaiser, but intensely disliked by the Crown Prince, because he had so often talked to the father about the son when young Wilhelm had met Mackensen in Dantzig in 1914 near Lods when he commanded Hindenburg's Ninth Army. His Quartermaster General at the time was Colonel later Major-General Sauberwitz, who educated Edith Cavell.

The Hindenburg cult reached the height, always dangerous to a hero or popular idol, where it became increasingly difficult to live up to it, and it was certain to wane the moment he no longer could make the people happy with victories.

Ludendorff was a close second in popularity. He was so talkative, the new Siegfried, the mythical hero of Germany, came to life again. He was also looked upon somewhat as a reincarnation of the Moltke of 1870 in military strategy. There was much dispute as to which of the two was really "the great one." In the army, as among the people, there were two opinions, but neither ever felt quite certain. One could never come from general headquarters without the question being asked, "Do tell us which is the real genius?"

The two men were very different from each other. Hindenburg was cold, distant, severe, but had the reputation of being just, and was believed to be well nigh infallible in military judgment. His appearance was rough, his face looked as if it had been cut out of an oak tree with a dull axe.

He had the typical square head which could easily be drawn with four lines. He had small pig eyes deeply set. The dominant note in his face

(Continued on Page 13)

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By R. B. Harry, Mus. Bac.
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Monday last has reawakened interest in
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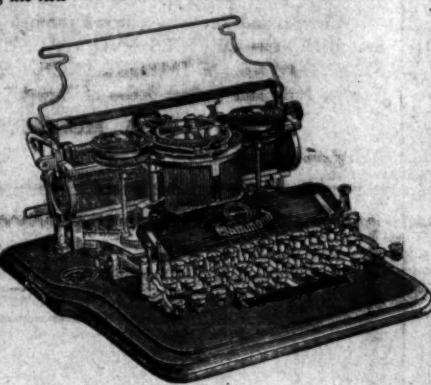
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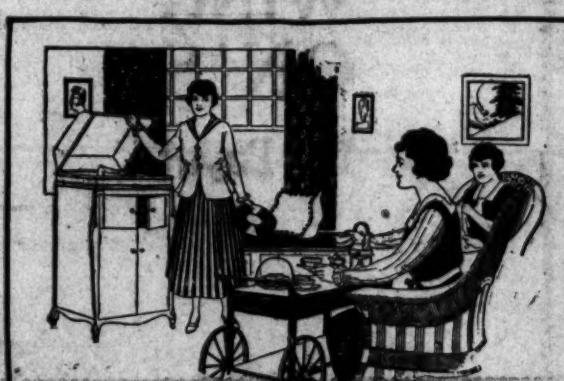
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students of orchestration are aware that to bring into prominence a second violin melody while all the firsts are playing requires special consideration of the "placing" of the seconds. Musical means of reinforcing them have to be found. Either the composer directs part of the firsts only to play, or the string tone is sacrificed by being helped out on a wind instrument. If neither of these is desirable the composer submits to the loss of his melody and marks the firsts to play at a lower dynamic value than the seconds, not daring to hope that more than one conductor in ten will be able, or even willing to insist on his marks being carried out.

Cecil Forsyth in his exhaustive work, "Orchestration," says: "This question of 'placing' the strings on a platform is a real difficulty and there are many things to be said about it from many points of view" (p. 378). Again with regard to the second violins being on the conductor's right he says: "That is to say they are in

a position of maximum inefficiency. The result is that dynamically they are about equal to half the number of first violins." The composer is recommended that he "cannot as a rule, rely on the same melodic distinction from the two violin groups" (p. 378). Some acquaintance with the problems that are unavoidable present in any orchestra should convince the authorities as to the desirability of removing others peculiar to Shanghai, like the huddling together of players on a flat surface.

There will remain enough knotty problems to keep any conductor busily employed. It has not yet been suggested that the erection of a proper orchestral platform will solve all the band problems. But it would be a commencement and an encouragement to hope for further improvements.

April 22, 1914, he was made Major-General and placed in command of an infantry brigade in Strasbourg. When the war broke out Ludendorff was assigned to Gen. von Emmich as Chief Quartermaster of the latter's forces, the first to attack Liege. In the storm on Fort Flémont on August 6 Prince Wilhelm of Lippe, Gen. von Buelow and Gen. von Wissow off committed suicide. Friction between him and Rennenkampf is supposed to have contributed largely to their disaster. Hindenburg himself remarked to me once, "Had Rennenkampf and Samsonoff co-operated, or the one known what was happening to the other, they could have crushed me."

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The Real Nat Goodwin And His Art

By Willis Steel
(New York Sun)

Play Producing Incident Throws New Light On His Character

It is a ghoulish act to drag from a theatrical producer's rubber stamp "This play is dead," and it would be no excuse that it was gone to show why the play failed. The simple fact is reason enough for the theatrical profession. Such a fact is all price surrounded by them with a solemn silence which befits the presence of death.

But if examination should be made to find out why a certain actor failed to make good in the play that might excuse his temporary resurrection. The failure here in mind is one with which the recently deceased Nat Goodwin had a good deal to do, but he helped make over the piece he produced. If he had played the hero, The question whether Goodwin was justly appraised or not by his contemporaries may have some light thrown on it by the history of his connection with this "dead one."

Orchard it would seem to prove that his judgment as a producer was at fault; but this statement, even if confirmed by investigation, proves nothing, for it is a professional axiom that the judgment of plays by most actors is worthless. That it showed also his art insufficient to save the play is nothing, for there is the factor of the audience can hardly be the only safe and sound conclusion from the examination of his other MSS. that Goodwin as a manager accepted and produced, laying himself as a principal, is that he had waited so long in his career before doing it that audiences had grown up to comprehend that "the play's the thing."

A river of crocodile tears have been shed on the evanescent glory of the actor. Of most of the great comedians, however, there were legends accompanied by echoes which for a considerable period after death still kept their memories green.

In the instance of Goodwin there is a legend also, but rather a sordid one, and so far there have been no echoes.

It is to ask if this discrimination is fair; and to couple the question with corollaries that the distinction of the MS. referred to has been done. How easy it is to accept the commonplace that Goodwin was a great actor indifferent to his art, that he threw himself away on parts not worthy of him and that his careless treatment of these did bare justice to them and less than justice to himself. The branding iron if hot needs but a light hand.

Early in the theatrical season of 1904 Goodwin returned from London to produce in New York as a partner of Charles Frohman a low comedy by W. W. Jacobs, an amusing writer who has remained more acceptable as an author of stories than as a playwright. The characters in this London water-side comedy were strange to our playgoers but more so than those in "The Better 'Ole," which has so certainly caught on. But the Jacobs comedy proved to be a fine night affair, and at the commencement of the season Goodwin found himself without a medium and Frohman found himself with a star on his payroll for whom he had no employment. The manager turned over to the actor a script written for Lionel Barrymore and scheduled for production, with this young actor in the lead, in the early part of 1905.

To the author of this play, which humor said Goodwin had "made over," these questions were put: Is it true that Goodwin practically rewrote your play and made himself responsible as yourself for its failure? Did you find him a helpful collaborator or an obstructionist? As actor, in your judgment, was he a creator or a mere mimic?

These questions brought from the playwright an account of his work with Goodwin that may very well serve as the basis of a consideration of the actor's art.

"As the poor author of the play in question," said the playwright, "I may announce a full acknowledgment of the truth of the apothegm that 'whom the gods would destroy they first make mad.' I was delighted with the substitution of Goodwin for Barrymore. To have a famous actor produce and perform in a play of this kind seemed too good to be true.

Goodwin and his wife Maxine Elliott were living in her house on West End Avenue and I went there to read him the play. Right away I found that much I had accepted as the real Goodwin was not in the man. They had told me that he was careless, unpecking, as trivulous as some of the parts he had appeared in and made famous. These were but the lighter faults of his character which dear friends had mentioned. Other reprehensibilities, if he had them, I did not suppose would be revealed to me. They never were. I may say in parentheses, but neither were the ones I list.

"Goodwin listened with close attention, and what he said of the character he was to assume and of the people and conditions among which this hero was to move had not only his undivided attention but they called out his experience and his powers of analysis of human motives, which were more than considerable. In that first reading he told me of things in my people which I did not know existed. This was natural; the piece was an adaptation and the book author, not I, had selected the characters. If he had not created them. In addition a collaborator, Clyde Fitch, had as his part of the work thrown into the third act a

scene of melodrama hardly con-

sistent with the rest of the play, although powerful and moving in itself. Therefore I was really only partly to blame.

"In Goodwin I found a better collaborator than any I had ever worked with. His grasp of situation was complete, his gift of dialogue was good and he was as concerned about concealing the mechanism of a very mechanical piece as a seasoned playwright would have been. Chiefly I took away from this first interview the impression of a man who loved his profession and spared no pains to get the best out of it. Hard work seemed pleasant to him, as work always does when it's the kind one is born to do.

"At this time and at other subsequent dates of working over the piece Goodwin showed great consideration for the author and he never asked to have anything done to swell the part he was to play.

"That answers one of our questions. Our work together served to make me better acquainted with him than actor and author commonly grow to be. He told me of his life and ambitions. He had lost money and prestige recently, but parting with his place on Shooters' Hill, near London, had apparently discouraged him more than his non-success in pending audiences to accept him in Shakespeare. Here are some of the things he said to me:

"Every actor in America who begins as I did has to live down his past. It is as a 'low comedian' that my countrymen insist on seeing me; they simply will not forget that I went on to the stage through the door of burlesque.

"When they finally accepted me as Nathan Hale I thought I had won them over. Hale was the role of a hero and it required art to make a stage hero of him. I mean if the actor trying it was a man whom audiences for two generations had been accustomed to laugh with and at. Then I dared to put on Shakespeare. I didn't play Hamlet, but chose the roles nature seemed to have given me reason to play. I was Bottom, I was Shylock. Did I have a chance in either? Not a look-in.

"So much for Goodwin's 'quote.'

Now for the third question: Was Goodwin more mimetic than actor? I suppose that any man with a right to be on the stage must have some of the quality of the mimic.

If he isn't holding up the mirror to a single specimen of humanity then he has selected physical and mental traits from several which he tries to blend into a character. Goodwin did this blending unconsciously, because he was not merely a mimic, but a born actor. It was only when you asked him why he did a certain thing that he would try to trace a tone or action to its source and then he used his mind. He could always trace them, but he seldom made the effort because he knew instinctively that they were true.

"The fact that he did not em-

brode a character laboriously

partly responsible for the Goodwin legend. The people who long ago accepted the man as the best actor on the American stage—there were and are such people—also accepted the legend without doubt. He passed for an idler with a disinclination to work and one so well endowed by nature that he didn't need to work. Acting to him was merely part of a life broken up by spells of sport, gambling and drinking to excess, and by other spells of what we may call philandering. His profession was no more serious than his marriages. He was the spoiled child of women and of the stage. That is the legend.

"On the road to Boston Nat took his second failure of the season more seriously. He began to ask himself if he was endowed with the ability to pick winners or to produce them afterwards. At times he felt despondent, but never for long. His spirits, really buoyant under depressing conditions, held up pretty well,

if he had trusted to them always and not tried meretricious excitement when they failed to respond. He would have been in better condition to change the verdict on his new vehicle, when it met with a great popular success in his old home. But he was sensible that the crowded houses in Boston were due to his popularity and he never changed his mind about getting out of the failure as soon as possible.

"To imagine our stage getting along pretty well without Goodwin's comedy is easy enough. The talents of which he was so prodigal, that wrong seeing people assert he 'threw away' had, after all but a conventional and arbitrary value, but there are 'has-beens' who will remember and regret the sound of his voice, so finely corresponding to the sentiment it expressed, while they religiously assign him his rightful place in the noble company of 'good, old actors.'

LONDON HOME PLANNED FOR BRITISH TEACHERS

Headquarters Would Be Center For Educationalists From All Parts Of Empire

London, March 2.—All parts of the British Empire are likely to be interested in the bold scheme for a new Imperial teachers' headquarters to be established in London under the auspices of the League of the Empire.

At present teachers visiting Great Britain have nowhere in particular to go, either to reside or to meet friends or educationalists.

At the end of their efforts the same

will be forwarded to him, but in the meantime the Hon. Organiser, Mr. Frederic E. Callang, at the same address, will gladly assist in every way possible. The British Government is, it can be stated, warmly sympathetic to the scheme and its ob-

jects of great magnitude, will possess a first-class library, and will offer facilities for private gatherings and public conferences which it will arrange. It will help forward, too, the interchange of teachers with the public schools and the other educational authorities—such as the London County Council—are finding so helpful. When the sum is secured, all will be ready by the autumn, since existing buildings can be utilized.

To help with the raising of the sum needed, the rooms which will be "named" after the chief donors, whether they be individuals, organizations, or districts, and there will also be mural tablets recording the help from both Great Britain and Overseas. The sum of £500 will "name" a bedroom, and £500 a reception room. Queen Alexandra and the Duke of Connaught, both of whom are strong supporters of the movement, have each "named" reception rooms. Smaller sums will secure mural tablets, and the names of all the donors will be recorded in book form for permanent remembrance of how the scheme was inaugurated, more especially as it is to be a war memorial of the services and patriotism of the teachers of the Empire in the war.

Lord Beresford is the Hon. Treasurer, at General Buildings, Aldwych, London, W.C., and those Overseas who wish to help have only to write to him, notifying that they will undertake the representation of their part of the Empire, and indicating how they propose to operate. At the end of their efforts the same collection

will be forwarded to him, but in the meantime the Hon. Organiser, Mr. Frederic E. Callang, at the same address, will gladly assist in every way possible. The British Government is, it can be stated, warmly sympathetic to the scheme and its ob-

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Without suggesting some substitute for the League, some other plan by which the purposes of the League may be accomplished, are breasting the current of an irresistible public opinion which will sweep them away. Senator Lodge's position is different. He opposes the League's Constitution as drafted, but his criticism is constructive; he suggests amendments, changes which might make the plan acceptable. Even though he sets himself in opposition to the plans of the President, to the plan that fourteen nations represented at Paris have unanimously approved, we still consider him a friend of the League, as one wishing to help the

foundation idea to approval in a better form. But the Senate of the United States will hear from the people, and we have no doubt of the quality of the admittance it will get. In the homes from which men have gone into the war, in the homes into which mourning has come, among men of large affairs to whom war is a peril and a curse, among the men who represent the average business concerns of the country, great and small, among right-thinking men, the hope is universal that out of the Conference at Paris there may come a covenant of the universal nations against war, an agreement that peace shall be the binding rule of conduct.

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George Washington's Days Still Live In Fairfax County

Picturesque Region In Virginia, The Oldest County In America, Made Famous By First President Still Retains Atmosphere Of Colonial Times And Customs

By Ernest Walls Buck

A sweet, most tranquil land, curiously untouched by time is George Washington's county of Fairfax in Virginia. Electricity and gasoline have failed to drive from it the stately charm of the days of Fairfaxes, Fitzhughs, Masons and Washingtons. Go abroad in that region of bland, undulating country in a small, thrilled moment of the throbbing early Potomac spring, and you will be bewitched, for you will be looking to see Squire Washington himself riding down a red brown road under the billows of young green that cloud all the views.

There where the trees frame some scene that is as much of his time as ours. Slumberous under Virginia's sun stretch wide pastures that for more than two centuries have fed sleek herds and noble horses. His pony, "Sally," whom his coach often drew up, stand there, almost unchanged, secluded in parklike domains in a modern day when modern men walk close in a crowded land. Aged churches, aged court houses stand family holding their heads in the United States that has otherwise little time or patience for clinging to old traditions. Roads pass trees that were lusty when Gen. Washington rode under them on his way to the great victory at Yorktown. Everywhere the same sense of the ever noblest, purest, bravest, best of God's men, and of the gallant men and women who were of his company.

Oldest County In America

It is not merely imagination that perceives this stamp of past history that red and white and gold now stand in Northumberland county. It was a wide and opulent land, this Northumberland county, and all owned by one man—Thomas Lord Culpeper, to whom there had been given by Charles II all the territories between the Potomac and the Rappahannock, from Chesapeake Bay to the Potowmac's headwaters in the far Alleghany.

The great domain, estimated as 5,282,000 acres, still was owned by his descendants in George Washington's day. Thomas—with Lord Fairfax, Baron of Cameron, grandson of Lord Culpeper. He maintained a lordly house, Greenway Court, where Washington was a favorite guest. It was this Lord Fairfax who gave him the first work by giving him to survey part of the vast estate, and it was this Lord Fairfax who lived to see his protege capture Lord Cornwallis and the army under him.

When the doughty old warrior died, he called to his black servant, according to tradition, "Come, Joe! Carry me to my bed! I'm sure that 'tis high time for me to die!" A ballad written at the time says:

They bid poor Joe, all at the word,
And took his master's arm,
And to his bed he softly led
The lord of Greenway farm.

There he called on 'British's name,
And oft he wept full sore;
Then signed: "Thy will, O Lord, be done!"
And word spake never more.

All those great holdings were known then as "The Northern Neck," and its settlers enjoyed one comparative safety from Indian depredations. It is late as 1775 the House of Burgesses of Virginia province still authorized payment of "10 pounds sterling for every Indian enemy above 12 years taken prisoner, killed or destroyed."

A Rich And Hospitable Land

But the Virginian settlers had no such Indians to fight as those fierce, unyielding warriors who fought New England's settlers under the leadership of the King Philip. Neither had the Virginians to combat such fierce, unyielding winters as those of Massachusetts, or such a reluctant soil. The Potomac and the Rappahannock waters, a kind sky where great savannahs lay almost ready for the plough, while the broad, sheltered streams made easy roads to the sea.

Men became rich there quickly, and they became rich as planters, not farmers. In England people spoke of the "planters" as "the golden Virginians," and what made them golden was the golden Virginia tobacco.

Everywhere there were "the rolling roads"—Virginia's famous highways that earned their name because along them there rolled the great horseheads to be broken, and drivers in them to serve as axles that horses and mules might drag them to the river ports of Colchester at Occoquan Ferry and Alexandria.

The charters making these two towns power of one were obtained by Major Lawrence Washington, George's half brother, who represented Fairfax county in the Virginia House of Burgesses. The House of Burgesses talked and legislated in terms of tobacco. Considerable sums were paid in tobacco church fees were paid in tobacco.

A Fairfax county minister's salary of that time is recorded in Fairfax Court House as "16,000 pounds of tobacco per annum." A prerogative of the vestry of the Established Church was the right to appoint "Processioners" to enforce tobacco plants in the parishes.

Virginian currency consisted largely of notes representing tobacco in warehouses. The Sheriff's fees were in tobacco. He got 200 pounds of Virginia tobacco, a hundred and fifteen twenty pounds for pillorying offenders, ten pounds for putting unpopular persons into the stocks, twenty pounds for flogging them, and the same quantity for ducking scolds.

By order of the lawmakers, it was ordered that a pillory, a pair of stocks, a whipping post and a ducking stool were to be erected in convenient proximity; and the county failing to pro-

vide these handy ornaments was to be fined 5,000 pounds of tobacco.

Paid 150 Pounds A Day

Members of the House of Burgesses were paid 150 pounds of tobacco a day. In Fairfax Court House there are records showing that the traveling expenses of the members from that county to the capital at Williamsburg were 1,440 pounds.

A law passed in 1662 provided that any parent refusing to have a child baptised by a "lawful minister" should be fined 2,000 pounds of tobacco, half of which was to be paid to the informer.

The same amount was the fine for stealing a hog, but there was a further provision that in case of inability to pay in tobacco, the thief must serve one year to the despoiled owner and one year to the informer. This solidifies the reputation of the Virginians as being very honest before which his coach often drew up, stand there, almost unchanged, secluded in parklike domains in a modern day when modern men walk close in a crowded land. Aged churches, aged court houses stand family holding their heads in the United States that has otherwise little time or patience for clinging to old traditions. Roads pass trees that were lusty when Gen. Washington rode under them on his way to the great victory at Yorktown. Everywhere the same sense of the ever noblest, purest, bravest, best of God's men, and of the gallant men and women who were of his company.

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How The Chinese Masses Feel Toward Foreigners

BY ROVER

(Specially written for THE CHINA PRESS)

To the usual foreign resident of Shanghai or the principal ports where foreigners congregate, immersed in the thousand and one matters of their daily business, a very superficial perusal of the daily press and the utterances of Chinese statesmen reported therein are the only basis for their knowledge of the things which are vital to this vast people amongst whom we dwell.

Their interest is simply that of a sympathetic observer or a callous bystander as the case may be. Their sojourn in China is only a matter of a few short years or at most a generation. China to them is simply the market place for the display and bartering of their goods or else a hunting land which has to be brought within the fold of Christian religion. Very few of them have opportunities to get beneath the veneer of their Chinese neighbors. There are many reasons for this. Principally it is the language difficulty, but it is also because the Chinese who are working for or with foreigners at the big ports are a special class who are removed by their circumstances and environment from the burdens and crushing anxiety about the national future which are so constantly in the thoughts of their brethren in the interior.

But if one leaves the pseudo-Western civilization of the treaty ports, where the Chinese enjoy the same privileges and protection as the foreigners, and gets right back in the innumerable cities of the real China, and take the trouble by adroit questioning and close observation, to get one's fingers on the pulse of Chinese opinion, then you will find there is no more complacent and smug content. It will be necessary to enter into innumerable conversations with all classes of Chinese society, and use a somewhat Jesuitical mode of questioning, to suit the particular temperament of the person you are questioning, so as to take him unawares and avoid arousing his suspicion that he is being pumped.

And what will you find? North and South, East and West in far off Szechuan, in Chihli, in conservative Hunan, and in progressive Kwangtung, the result of your cross examination will be the same.

The Chinese people are convinced that their land is in danger of national extinction and that there is little hope of avoiding the inevitable catastrophe sooner or later. They realize that there is no hope to be expected from their own leaders. The people themselves are so deprived of all power and initiative as to be powerless. The finances of this so-called republic are in such a chaotic state that there is no hope of ever cleaning off the slate. Whether their sentiments or political sympathies lean towards the North or to the South, they know that they are on the downward slide to the ultimate complete loss of their national independence.

Although the Chinese place the blame on the national leaders, and accuse them of all kinds of self-exploitation of the country's assets, they concentrate the venom of their

hatred towards the people who are, they consider, whether rightly or wrongly, taking advantage of their weakness and national disease, to suck their very life blood and to annex their cherished assets and powers. The Chinese masses regard the Japanese nation as their national enemies. They cannot do more than hate them, and they hate them with an intensity which is difficult to put into words. They can do no more than hate. They are helpless in the grip which is slowly but surely crushing them remorselessly. They dare not even openly express their feelings as they fear any abrupt action may only hasten the inevitable day when China becomes virtually, if not nominally, a subject tributary to the Japanese Empire. It is probable to see how the Chinese officials even try to keep up a show of politeness to the Japanese who already have the stranglehold on their nation.

It reminds one of a little boy at school who passes his life in fear and trembling of a big bully, and yet loses no opportunity of toadying and currying favor with the one he fears.

It is pleasant to note the very different feeling which the Chinese masses have towards America and the American people. Here there is no suspicion of any underhand self-interest. The Chinese have become convinced that America is their best friend. That country has proven in innumerable ways that her services to the Chinese people are disinterested and friendly. China today looks to America as their last resource.

In case of the worst coming to the worst, America will have to act as a protector to this infant republic. American schools, American hospitals, American missions and American merchants hold in their hands today the complete confidence and affection of four hundred millions of human souls.

The attitude of the Chinese towards the British people is also one of respect and I think I may say that the Chinese regard Great Britain as their friend next to America. They regard the British trade as a bulwark of stability and feel that the British can be depended upon to play the game without any malingerings. But the fact that Great Britain has been so many years an ally of Japan, has added more than anything else as a factor to pain the Chinese people, who are so helplessly struggling for their lives in the grip of the latter nation.

The Chinese above all things are fatalistic. They feel sure that something awful is impending. They are going towards their fate like dumb cattle to the slaughter, but still while there is life there is hope and these helpless people are looking around the horizon in search for a possible resuce.

Will they look in vain? We trust not. It will be a terrible day for humanity and for the peace of the world when China knows definitely that her day is sealed and her number is up. Desperate nations like desperate men are regardless of all the usual conventions and usages and it will be a very serious thing if that day ever dawns.

Classified Advertisements

HOUSES TO LET

TO LET, for six or seven months, a furnished five-roomed house, screened throughout. Terms moderate. Apply on the premises, 129 Dixwell Road.

21830 A. 8

TO BE LET, six-roomed, well-furnished house in Bubbling Well district, rent Tls. 70. Furniture to be taken over at moderate cost. Apply to Box 432, THE CHINA PRESS.

21913 A. 8

WESTERN DISTRICT, Tls. 50, four rooms, semi-detached, with enclosed verandahs, attic and garden. Fixtures to be taken over. Apply to Box 420, THE CHINA PRESS.

21836

TO LET, from 1st June, a nicely furnished house in French Concession, with garage and tennis court. Apply to Box 379, THE CHINA PRESS.

21872

HOUSES TO LET, 46 Bubbling Well Road, six-roomed house with attics, Tls. 115, 113, Avenue Road, six-roomed house with closed verandahs, garden and stabling, Tls. 90. Apply to 10 Yangtszeopu Road, Telephone East 24.

21870

TO LET, 44 Sinza Road, five-rooms, two baths, 450-E Avenue Joffre, modern six-roomed residence, 20 Yates Road, detached, eight-roomed, tennis, garage, stable, from April 15th. Apply premises for inspection; other particulars, J. H. Hammond, 51 Szechuen Road.

21873

Exchange and Mart

FOR SALE: Owner returning home has for disposal on May 1st complete household furnishings, consisting of bed-room, boudoir, sitting room, dining room, kitchen. All in excellent condition. Reasonable prices asked. Inspection invited. Reply to Box 439, THE CHINA PRESS.

21889 A. 8

FOR SALE, victoria, with foreign horse, both in excellent condition. Complete, harness, mafoo outfit, etc. Any reasonable offer accepted. Apply to Box 418, THE CHINA PRESS.

21889 A. 8

FOR SALE: Five-seater Light Grant six-cylinder Touring Car, in excellent condition. Just overhauled. Owner returning home, will sell at a bargain. Inspection invited. Reply to Box 438, THE CHINA PRESS.

21923 A. 9

FOR SALE: One-seater Light Grant six-cylinder Touring Car, in excellent condition. Just overhauled. Owner returning home, will sell at a bargain. Inspection invited. Reply to Box 438, THE CHINA PRESS.

21951 A. 8

APARTMENTS WANTED

WANTED by a lady, room with bathroom, furnished or unfurnished. Terms moderate. Apply to Box 444, THE CHINA PRESS.

21951 A. 8

HOUSES TO LET

WE have several houses to let, rentals from Tls. 55 to Tls. 125 per month. For particulars, apply to China Realty Co., Ltd., Nanking and Kiangsu Roads.

21874

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 29)

NOTICE

THE undersigned hereby give notice:

That a Public Meeting of Ratepayers will be held in the Town Hall on Wednesday, April 9, 1919, at 2 o'clock p.m. precisely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1918, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 19, 1919.

D. SIFFERT.

Consul-General for Belgium.

T. RAASCHOU.

Consul-General for Denmark.

A. ARIYOSHI.

Consul-General for Japan.

E. D. H. FRASER.

Consul-General for Great Britain.

V. GROSSE.

Consul-General for Russia.

J. E. HULTMAN.

Consul-General for Sweden.

THOMAS SAMMONS.

Consul-General for the United States of America.

J. H. DE REUS.

Consul-General for the Netherlands.

G. DE ROSSI.

Consul-General for Italy.

JORGE R. DOLIVEIRA.

Consul-General for Portugal.

JORGE R. DOLIVEIRA.

In charge of Cuban Consulate.

H. A. WILDEN.

Acting Consul-General for France.

T. KNUDTZON.

Acting Consul-General for Norway.

HUGO REISS.

Consul for Brazil.

JULIO PALENCIA.

Consul for Spain.

Municipal Notification

No. 2562.

NOTICE is hereby given that, in addition to the Resolutions to be brought forward by the Council, as published in Notification No. 2552, the following will be proposed at the Annual Meeting of Ratepayers on April 9:

Resolution X.—That the Shanghai Municipal Council be authorized to appoint a SPECIAL COMMITTEE, to investigate vice conditions in the International Settlement; and that such Committee be empowered to collect evidence from the Municipal Departments and other sources, and report and make recommendations thereon at the next Ratepayers' Meeting.

By order of the Board of Directors,

HUGO REISS & Co.

Secretaries & General Managers

Shanghai, 5th April, 1919.

21940

The Shanghai Soremban Rubber Estates, Limited

(Incorporated under the Companies Ordinance of Hongkong, 1911 to 1915)

NOTICE is hereby given that, in FORTH ANNUAL General Meeting of Shareholders of The Shanghai Soremban Rubber Estates, Limited, to be held at the Head Office, No. 71, Szechuen Road, Shanghai, on Thursday, the 17th day of April, 1919, at 4.00 p.m., for presentation of the Report of the Directors and Accounts for the year ended 31st December, 1918.

The Transfer Books of the Company will be closed from Monday, 14th, to Thursday, 17th April, both days inclusive.

By order of the Board of Directors,

HUGO REISS & Co.

Secretaries & General Managers

Shanghai, 5th April, 1919.

21940

Ministry of Communications of the Republic of China:

Telegraph Material Supply Department

1919 Yearly Tender

Tenders are invited for the supply of various kinds of materials, tools, etc., for telegraph use during the whole year.

All tenders shall close on the 3rd of June, 1919.

Conditions governing tenders, specification of articles required, and other particulars may be obtained from the Head Office, No. 27 Markham Road, Shanghai, on payment of a fee of Mexican Dollars Ten (\$10.00) which shall not be returnable.

E. H. GOW.

General Manager.

Shanghai, 5th April, 1919.

21941

NOTICE

NOTICE is hereby given that, in addition to the Resolutions to be brought forward by the Council and Ratepayers, respectively, as published in Notifications Nos. 2552 and 2553, the following will be proposed at the Annual Meeting of Ratepayers on April 9:

Amendment to Resolution V.—That an appropriation be included in the Budget under the heading General Charges to provide for the items of Pay to all Allied Municipal employees who have proceeded on War service, in respect of the whole period of their absence on such service until December 31, 1918, at the rate of 50 percent of the Pay of which they were in receipt on the date when they proceeded on War service and that the issue of such pay be left to a Committee selected by the Council to advise as to the respective proportions thereof to be paid in cash or placed to the account of each employee, by virtue of such services and to advise on the general conditions to be made applicable to the issue of such pay, provided that any pay already made by the Council to such employees in respect of their absence on War service or of their non-return to the Council's Service shall be taken into account as a set-off against any amounts for the payment and contribution of which provision is made hereunder and provided also that the total amount paid and contributed hereunder in respect of any one such employee shall not exceed the sum of Tls. 8,000. And that the Council be and it is hereby authorized for the purpose aforesaid, to compute, collect and recover, in addition to the Land Tax and General Municipal Rate for the term of which provision is made in the Budget, Land Tax at the rate of one-twentieth of 1 per cent on the assessed value of all land within the limits of the Settlement and General Municipal Rate of 1 per cent on the assessed rental of houses within the Settlement, upon which General Municipal Rate is payable under provision of the Agreement of July 1, 1905, with the Shanghai Waterworks Co., Ltd., for the equivalent of this sum, for the purposes defined in the estimate of Extraordinary Expenditure.

Resolution VI.—That the estimated expenditure for 1919, contained in the Budget proposed by the retiring Council, together with the recommendations attached thereto, be approved and adopted, and that the Council be and it is hereby authorized to impose, collect and recover, upon such terms and conditions as it may in its discretion think fit, provided that no right in regard to passenger or freight transport shall thereby be created in favour of any person, firm or company of such a character as will preclude this Community from availing itself of or from permitting the introduction of any other form of passenger or freight transport upon any route or routes traversed by the railless tram system.

Resolution VII.—That the election of Land Commissioner for the ensuing year.

Resolution VIII.—That the election of four Governors of the General Hospital for the ensuing year.

Resolution IX.—That the election of two members of the Permanent Education Committee.

Ratepayers intending to ask questions in regard to the Accounts or other matters connected with the foregoing Resolutions, are requested to give notice of such intention before the Meeting, so that a full answer or other explanation may be given.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 5, 1919.

21925

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(Opp. Lloyd Road)

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DR. JAMES YUKING, Supt.

EDEN HOSPITAL

21942

NOTICE is hereby given that

Far East Finances Analysed At Yokohama Specie Bank Meeting

A dividend of 12 percent per annum was recommended to the shareholders of the Yokohama Specie Bank, Limited, at the 75th half-yearly general meeting held at Yokohama on March 10. The dividend absorbs Yen 2,530,000. The directors proposed the adding of Yen 700,000 to the reserve fund and a balance of Yen 3,201,563 was carried forward. The net profits of the bank for the year were Yen 6,451,563.

Mr. Junnosuke Inouye, President, in moving the adoption of the report, said:

Gentlemen.—In submitting for your approval the statement of the liabilities and assets of the bank, the profit and loss account for the half-year ending December 31, 1918, and the proposals for the distribution of the profits, I shall have pleasure in briefly reviewing the general aspect of economic affairs at home and abroad during the period mentioned, and will also give you a rough resume of the bank's operations.

Survey Of Economic Affairs

Although owing to the continuous flourishing condition enjoyed by our foreign trade and industries, transactions of every kind increased and general prosperity was experienced in the economic world, still, on the other hand, the prices of all commodities also advanced, more especially in the case of rice, the price of which reached a record figure and led to rioting in many places in August, creating uneasiness among the general public which was added to by the despatch of troops to Siberia (a step which it had been feared would be necessary), while the several rumors of peace which were cabled here also assisted in keeping things unsettled, with the consequence that our economic world adopted a cautious attitude towards future transactions.

As a result, when the report of the unconditional acceptance by Germany of the terms of the armistice was received in November, the news did not cause any great disturbance so far as the economic world was concerned. Still, drugs, chemicals, dyestuffs, sugar and iron etc., in which a prosperous business had been done during the war, depreciated considerably, and with war industries becoming quiet and the value of ships and charter rates suffering an exceptional decline, a few failures resulted. As regards the money market, international financial conditions were continuously favorable to Japan, and the Government made two issues of exchequer bonds to a total amount of Yen 200,000,000. In addition, the Industrial Bank of Japan placed on the market guaranteed industrial debentures to the extent of Yen 50,000,000 and the French Government Treasury Bills amounting to a like sum, and although funds for the establishment of new industries and the expansion of old ones were also provided, scarcely any effect was produced, with the exception that the Bank of Japan, having in view the future of the money market, raised the official rates by 2% in both the October and November.

The banks in the principal cities held a conference and came to an agreement in regard to uniform deposit rates by which they succeeded in eliminating the keen competition which had been in existence for many years.

Owing to the prosperous economic conditions which prevailed during the war, which greatly expanded the national resources, many new industries were established without sufficient care being taken that foundations were firm, and, consequently, such industries have suffered a severe blow, our foreign trade up to the present moment of the armistice having experienced a great change due to decreased exports, reduced currency circulation and fallen prices. Under the circumstances, therefore, it is necessary, if we are to meet the difficult conditions likely to prevail and maintain the prosperity of our industries, that all concerned must make up their minds to work together to that end.

Foreign Trade

Notwithstanding the continuation of the restrictions on exports and imports by the British, United States and French Governments, our foreign trade during the period under review has maintained a flourishing condition, that with other Oriental countries and also with South America and South Africa, having greatly increased. Our total exports amounted to Yen 1,065,000,000 and imports to Yen 828,000,000, or Yen 1,893,000,000 in all. Comparing these figures with those of the same period in the previous year, we find that an increase of Yen 171,000,000 in exports, and Yen 240,000,000 in imports is shown, and that although the rate of increase in exports has fallen, that of imports has risen. Many items show increases, of which the following are the most important but wool, brass and bronze show decreases:

Yen.

In Exports	... 94,000,000
Cotton yarn and fabrics	... 18,000,000
Habutae	13,000,000
Beans	5,000,000
Waste silk	4,000,000
Woolen fabrics	4,000,000
Cotton underwear	2,000,000
Silk handkerchiefs	2,000,000
In Imports	
Rice	62,000,000
Cotton	32,000,000
Machinery	15,000,000
Sugar	15,000,000
Bean cake	14,000,000
Lead	7,000,000
Iron and Steel	4,000,000

The increase in imports of raw materials such as cotton, bean cake, iron and steel, and of machinery, and in exports of manufactured goods such as cotton yarns and fabrics, habutae etc., is accounted for by the general development of our industries. However, the increases re-

ferred to being mainly due to advances in the prices of these goods and not to the quantities, there is no doubt that there will be a great decline after the restoration of peace. It may be further observed that since the signing of the armistice, trade with such newly cultivated fields, as India, the South Seas, South Africa and South America, has greatly decreased and, therefore, unless great endeavors are made to improve the quality of goods intended for export and of methods of sale, it will be very difficult to maintain the results obtained during the war.

Foreign Exchange Dealings

As the result of the increase in our foreign trade already mentioned, our dealings in foreign exchange have likewise greatly increased during the period under review, exchange sold in Japan amounting to Yen 365,000,000 and exchange bought to Yen 715,000,000. When these figures are compared with those of the corresponding period of the previous year, they disclose in advance of Yen 205,000,000 in exchange sold and Yen 214,000,000 in exchange bought. Exchange sold abroad on Japan amounted to Yen 228,000,000, and bought to Yen 454,000,000, the increase over the figures for the corresponding period of the previous year being Yen 56,000,000 and Yen 92,000,000 respectively. I might remark here that the total increase in our exchange dealings amounts to the very large sum of Yen 568,000,000. The expansion of the bank's business and the continuation of a favorable trade balance have compelled us to maintain a large balance of exchange, and consequently, it has required the greatest care of obtain funds to finance our exchange transactions, a portion of our requirements having been obtained from the market, but the larger part from the Bank of Japan.

Economic Conditions Abroad

In Europe, Great Britain, France and Italy have for the past 4½ years been utilizing the whole of their national resources to support the war, and, consequently, the commerce and industries of these countries could not avoid slackness. It may be observed, however, that the money markets of Great Britain and France were chiefly utilized for the flotation of loans. The exports of Great Britain during the five months from July to November amounted to £224,000,000 and imports to £551,000,000, or an excess of £327,000,000 in imports. Also, a comparison of these figures with those for the corresponding period of 1917 shows a decrease in exports of £32,000,000 and an increase in imports of £71,000,000. Great Britain's exports to Japan for the half-year under review amounted to Yen 13,000,000 and imports from Japan to Yen 73,000,000, while France's exports to imports to and from Japan amounted to Yen 2,000,000 and Yen 16,000,000 respectively, the balance of trade thus being greatly adverse to the two European countries.

In the United States, in consequence of the large sum that have been expended by the Government in organising an army and on necessary supplies of war since that country joined the Allies, the condition of the economic world has been continuously prosperous. Exports amounted to \$1,172,000,000 and imports to \$1,504,000,000, showing an excess of exports of \$1,672,000,000. The exports to and the imports from Japan were of the value of Yen 281,000,000 and Yen 275,000,000 respectively. The wealth of the country, coupled with her natural resources, enabled the United States not only to supply the Allies with products, but also with loans, which at the end of the period under review amounted to the large sum of \$8,500,000,000 in the aggregate. The Fourth Liberty Loan of \$6,000,000,000 was over-subscribed by

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the United States, in consequence of the large sum that has been a household word for a generation. Dr. Williams' pink pills for pale people. They tone up the whole system, make the blood rich and red, strengthen the nerves, dispel rheumatism, cool the body, check chills and shivers and drive away that unnatural tired feeling. They also safeguard people from getting influenza by keeping the system in a fit condition to ward off attacks of this disease.

Try Dr. Williams' pink pills without delay. If you are suffering from the after-effects of the grippe or any form of debility caused by thin blood. They are obtainable from medicine vendors everywhere, also post free, one bottle for \$1.50, six for \$8.00, from the Dr. Williams' Medicine Co., 96 Nanking Road, Shanghai. The book "full of useful information on 'Building Up The Blood'" will be sent free to any reader in response to a postcard request to the above address.

Since the armistice, Great Britain, the United States, France and Italy have been demobilising, and have either removed or modified the restrictions imposed upon industries and commerce. In the United States, especially since she joined in the war, it has become popular to promote the expansion of her foreign trade and investments in foreign lands. This being the case, it behoves those interested in such matters to give them careful study.

In India, owing to the irregular rainfall during the Monsoon, a decrease in the crop of cotton and other agricultural products was reported, and the export trade was not brisk in consequence. On the other hand imports from Japan of cotton yarns and fabrics, as well as of dredging goods, greatly increased. However, after the signing of the armistice the general market became very quiet, and a large number of bills from Japan, drawn against goods, were either refused acceptance or payment on the pretext of late shipment or of the inferior quality of the goods, while the arrangement of new business has since been almost suspended. Owing to the cautious attitude adopted by the banks, and to the reduction of Government deposits in presidency banks necessitated by the large disbursements of the Government, the Bank of Bombay raised the official rate of interest from 5 percent to 6 percent causing the general money market to become somewhat stringent.

In Hongkong, the export of raw silk greatly decreased in consequence of the very curtailed production due to the floods caused by the overflow of the rivers in the Canton area, and to the small demand from Europe and the United States in addition. Exports of tin and lead also fell off. On the other hand, imports were likewise dull, cotton yarns from Japan decreasing by about 20 percent and from India by about 25 percent while other merchandise from Japan suffered in a like manner.

The money market was also quiet in the early part of the half-year as the result of the falling off in trade, but in October a large demand for remittances to Shanghai, and, in December, activities connected with the export of Saigon rice, coupled with the cautious attitude of the banks, tightened the market somewhat.

Conditions In China

In China, owing to the unsettled state of politics, the impossibility of importing silver and the general scarcity of funds, a decline in purchasing power was apparent. Still, although the import trade of Shanghai was inactive on the whole, the export trade was active, generally speaking, raw silk, cotton and pie iron exports being of good extent. Imports of cotton yarns and fabrics showed great activity, notwithstanding the high prices quoted in Japan in view of the small stocks in hand and of the expected demand after the Moon Festival, but after the armistice, and, regardless of the decline in prices in Japan, owing to the uncertainty of the future, only a small demand was reported. All exchange banks, with a few exceptions, and, also, the Chinese banks have experienced the tightness of money due to the fact that the stock of silver on the market was only from the 18,000,000 to the 24,000,000, and of Mexican dollars from \$11,000,000 to \$16,000,000. In Hankow, Hunan and Shensi, these having been the objectives of the Northern and Southern armies, general uneasiness was felt and a decline in business suffered. Imports of cotton yarns and fabrics were almost halved in comparison with those of the same period of the preceding year, and there was a falling off in exports with the exception of cotton, which greatly increased. The money market was quiet at the beginning of the period, but with the approach of the export season, coupled with the heavy cash requirements of the armies in Hunan and Szechuan, both Chinese and foreign banks felt the tightness of money, and the former were compelled to seek the aid of the Chinese Government, while the latter were obliged to make cash remittances from Shanghai.

In Tientsin and Tsingtao, foreign trade suffered severely as the result of the decrease in the export of peanuts (due to the embargo of the United States on the importation of this product) and of the almost entire stoppage of exports of

bronze, cash, while imports of Japanese cotton yarns and matches also fell off. In Tientsin, notwithstanding the continued existence of marauders in the province, both exports and imports were in a flourishing condition as the result of good agricultural crops. In exports, cotton and cereals were most prominent, while wool, hides, steel and iron were in good demand. In imports, Japanese cotton yarns and fabrics, sugar, matches and sundries figured in ever-increasing quantities. Money was at the time somewhat tight as the result of the flourishing condition of exports and the shortage of silver coin. In South Manchuria, the scarcity of freight cars and lack of bottoms caused great inconvenience in connection with the transport of products for export. Of imports, the sale of Japanese cotton yarns and fabrics was fairly good. The "money" market was generally quiet. In North Manchuria, although the Allied expeditionary forces have gradually restored the country from its unsettled state, both export and import business could not escape and bad effects arising from the instability of currency and the

unsatisfactory condition of transportation.

Under the circumstances, and notwithstanding the sudden change of conditions which occurred, I am glad to be able to report a fairly good result of the half-year's working, the net profit being Yen 6,421,563.86, including the sum of Yen 3,104,000.92 brought forward from the previous half-year.

In conclusion, I would report the establishment of agencies of the bank at Vladivostok and Batavia, the former having been opened for business on December 18, 1918, and the latter on February 12 this year. We were contemplating the opening of a branch in Russia a few years ago, but the Revolution broke out and the matter was left in abeyance, and the branch was never opened. When conditions were restored by the expeditionary forces of the Allies, our trade with Netherlands Indies, having greatly increased since the war, we opened an office at Soerabaya, Java, some time ago, and business has now ended another office at Batavia on the same island.

For particulars of the accounts the shareholders are requested to refer to the statement submitted to them.

★ ★ THE VENUS ★ ★

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Exchange and Bullion

Shanghai, April 5, 1919.
Money And Bullion
Sovereigns: buying rate
 @ 4/8 = Tls. 4.25
 @ exch. 72.6 = Mex. \$5.85
Gold Dollars: Bank buying rate
 @ 110.1 = Tls. 90.70
 @ 72.6 = Mex. \$124.93
Mex. Dollars Market Rate: 72.325
Shanghai Gold Bars: 97.8 tael Tls. 275
Copper Cash per tael 1.866
Native Interest Tls. .03

Latest London Quotations
Bar Silver 48d.
Bank Rate of Discount 5%
Ex. Paris on London Fr. 27.65
Ex. N.Y. on London T.T.G. \$4.60

Exchange Closing Quotations
London T.T. 4/8
London Demand 4/8
India T.T. 31/2
Paris 849
Paris Demand 652
New York T.T. 109
New York Demand 109
Hongkong T.T. 68
Japan T.T. 462
Batavia T.T. 270
Singapore T.T. 498

Banks Buying Rates
London Demand 4/9
London 4 m/s. Cds. 4/10
London 4 m/s. Doy. 4/10
London 6 m/s. Cds. 4/11
London 6 m/s. Doy. 4/11
Paris 4 m/s. 682
New York o/d. Doy. 111
New York 4 m/s. Doy. 111
New York 4 m/s. Doy. 111

Roubles Exchange
Today's Bank Buying Rate
For Roubles
Roubles 1,900 Tls. 100
Roubles 100 Mex. \$7.25

Customs House Exchange Rates For
April

Hk. Tls. 2.76	@ 4/94	£1
" 1	@ 645	France 7.19
" 0.82	@ 1091	Gold \$1
" 1	@ 46	Yen 2.42
" 1	@ 15	Rupees 3.99
" 1	@ 1.50	Mex. \$1.50
" 1	@ —	Roubles —

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TIENTSEN

Cable Address
ASTOR

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ACCOUNTS: FIXED DEPOSIT

Exchange Bought and Sold
Commercial and Travellers'

Letters of Credit
Travellers' Checks

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund £2,000,000
Reserve Liability of Share-holders £2,000,000

Head Office: 23 BISHOPSGATE, LONDON, E.C.

Court of Directors:

Sir Montagu Cornish Turner, Chairman.

Sir Duncan Carmichael.

T. Cuthbertson, Esq.

Sir Alfred Dent, K.C.M.G.

W. H. Neville Goacher, Esq.

The Rt. Hon. Lord George Hamilton, G.C.S.I.

W. Foot Mitchell, Esq.

Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.

The London Joint City & Midland Bank Limited.

The London County and Westminster Bank Limited.

The National Provincial Bank of England, Limited.

The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar Illoko Puket

Bangkok Ipoh Rangoon

Batavia Karachi Saigon

Bombay Klang Seremban

Calcutta Kobe Singapore

Canton Kuala-Lumpur Shanghai

Cebu Madras Surabaya

Colombo Manila Taiping

Delhi Medan (F. M. S.)

Haiphong New York Tavoy (Lower Burma)

Hongkong Penang Tientsin

Yokohama

Shanghai N. J. STANS

Branches and Agencies:

Amoy Ipo Penang

Bangkok Johore Rangoon

Batavia Kote Singapore

Bombay Kuala-Lumpur Shanghai

Calcutta Lyong Singapore

Colombo Malacca Sourabaya

Foochow Manila Tientsin

Hankow Nagasaki Tsinias

Harbin New York Vladivostock

Hollo Peking Yokohama

London Bankers:

London County Westminster and Par's Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. G. STEPHEN, Manager.

A. L. D. STEWART, Manager.

Roupees

Capital (fully-paid) 55,000,000

Reserve Fund 26,960,000

King. Tls.

Capital Contributed by the Chinese Government 3,500,000

Reserve Fund 1,750,000

Successors et Agences:

Bankuk Hanol Saigon

Battambang Hongkong Shanghai

Canton Mengtze Singapore

Djibouti Noumea Tientsin

Dondichery Pekapo Tounare

Haliphong Phnom-Penh

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

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Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—

Sterling £1,500,000 @ 2/- \$15,000,000

Silva: 21,000,000

\$36,000,000

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking Tientsin

Changchun Wuhu Ichang

Antung Anking Changsha

Daiyin Hangchow Nanchang

Mukden Ningpo Kiukiang

Newchwang Nanking Foochow

Harbin Chinkiang Amoy

Kirin Hsuehchow Canton

Tsinan Soochow Hongkong

Chefoo Wusieh Swatow

Tsingtau Yangchow Chungking

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HEAD OFFICE: HONGKONG.

Branches and Agencies:

China: Shanghai, Peking, Tientsin,

Hankow, Hongkong, Canton,

Philippines: Manila, Cebu,

India: Bombay, Calcutta,

Straits Settlements: Singapore,

Dutch East Indies: Batavia, Soerabaya,

West Indies and Central American Branches:

Rep. of Panama: Panama, Colon,

Dominican Republic: Santo Domingo, San Pedro de Macoris,

Santiago, Puerto Plata.

In London: London County and Westminster and Parr's Bank Ltd.

London City & Midland Bank Ltd.

New York: National City Bank of New York.

INTEREST ALLOWED ON CURRENT ACCOUNTS

INTEREST ALLOWED ON FIXED DEPOSITS

INTEREST ALLOWED ON SAVINGS DEPOSITS

INTEREST ALLOWED ON TRAVELLERS' LETTERS OF CREDIT

INTEREST ALLOWED ON COMMERCIAL LETTERS OF CREDIT

INTEREST ALLOWED ON EXCHANGE BUSINESS

INTEREST ALLOWED ON BANKING BUSINESS

INTEREST ALLOWED ON TRAVELLERS' CHECKS

INTEREST ALLOWED ON COMMERCIAL PAPER

INTEREST ALLOWED ON FOREIGN EXCHANGES

INTEREST ALLOWED ON GOLD AND SILVER

INTEREST ALLOWED ON TRAVELLERS' LETTERS OF CREDIT

INTEREST ALLOWED ON COMMERCIAL LETTERS OF CREDIT

INTEREST ALLOWED ON EXCHANGE BUSINESS

INTEREST ALLOWED ON BANKING BUSINESS

INTEREST ALLOWED ON TRAVELLERS' CHECKS

INTEREST ALLOWED ON COMMERCIAL PAPER

**Stock Exchange
Transactions**

Shanghai, April 5, 1919.

BUSINESS DONE

Official
Xanghi Cotton Th. 24.75 June
Langkate Th. 22.00 June C. N. I.
New Engineering Th. 23.00
Weeks 7% Debts Th. 35.00
Shanghai Docks Th. 132.00 June
Unofficial
Shanghai Docks Th. 128.00 April

BANK OF ENGLAND

Reuter's Service
London, March 27.—According to returns the Bank of England rate of discount is 8 percent and the proportion of reserves to liabilities is 20 percent.

LONDON RUBBER MARKET

Messrs. Hugo Reiss and Co. inform us that the following is a translation of a telegram received by them from Messrs. Barker and Co., Ltd., London, dated the 27th ultimo:

Average spot price standard quality Ribbed Smoked Sheet, 2/0.
Average spot price standard quality First Crepe, 2/0.
Ex-warehouse (Singapore) 1/10 (Sheet): 1/10 1/2 (Crepe).

COTTON MARKET

Reuter's Service
London, March 27.—Today's cotton prices were:
Good Middling Texas 1 1/2 inch
single spot 16.18d.
April 15.81d.
May 14.80d.

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271-6 Boulevard des Deux Repubiques

**Benevolent Fund Ticket
\$50,000.00**

Issued under the authorization of the Government of the Republic of China on the 7th July, 1919.
To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on the 6th April, 1919.
One tenth of each ticket will be sold at \$0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves the right to reallocate the proceeds to the above objects if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

PRICE FOR WHOLE TICKETS: \$5.00.

LIST OF PRIZES FOR WHOLE TICKETS

1 First Prize.....	\$50,000
1 Second "	10,000
1 Third "	5,000
2 Fourth	\$2,000 each
2 Fifth	1,000 "
2 Sixth	500 "
10 Seventh	100 "
20 Eighth	50 "
20 Ninth	40 "
20 Tenth	30 "
50 Eleventh	20 "
700 Twelfth	15 "
2 Each approximate to the Fir Prize	600
2 Each approximate to the Second Prize	300 "
2 Each approximate to the Third Prize	200
4 Each approximate to the Fourth Prize	100 "
4 Each approximate to the Fifth Prize	80 "
4 Each approximate to the Sixth Prize	40 "
399 For numbers having the two terminal figures similar to those of the First Prize	10,500
399 For numbers having the two terminal figures similar to those of the Second Prize	3,990
399 For numbers having the two terminal figures similar to those of the Third Prize	3,990
798 For numbers having the two terminal figures similar to those of the Fourth Prizes	3,990
798 For numbers having the two terminal figures similar to those of the Fifth Prizes	3,990
798 For numbers having the two terminal figures similar to those of the Sixth Prizes	3,990
99 Each with the first three figures similar to those of the First Prize	3,990
99 Each with the first three figures similar to those of the Second Prize	3,990
99 Each with the first three figures similar to those of the Third Prize	3,990
18 Each with the first four figures similar to those of the Fourth Prizes	180
18 Each with the first four figures similar to those of the Fifth Prizes	180
18 Each with the first four figures similar to those of the Sixth Prizes	180
4,780 drawn tickets	Total \$127,460

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des deux Repubiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

THE CHINESE BENEVOLENT ASSOCIATION

**ISIS THEATRE**

Tonight's Programme

"ULTUS, The Man from the Dead"

First Series — 6 Parts

THE VAUDEVILLE CO.

under the management of Mr. Bleichman, will play
"The Only Son"

Today's Matinee

"ULTUS, The Man from the Dead"

First Series — 6 Parts

New Programme, Monday, 7th April

"THE COUNT OF MONTE CRISTO"

3rd Epoch

very interesting developments and surprises

"THE MILLION DOLLAR MYSTERY"

3rd and 4th Episodes

Four Parts

Exceedingly exciting and sensational from
beginning to end of these four reels.**ISIS THEATRE**

earlier. Buyers were holding off and yesterday's prices could not be maintained.

The closing figures were 77 1/2 cents for Fine Ribbed Smoked Sheet and 78 cents for Fine Pale Crepe.

The tendency may be described as steady with an easier undertone.

Meyer & Measor.

Messrs. Meyer and Measor, Singap-

ore, report that the auctions this

week showed prices of cents 7 1/2 to

cents 77 1/2 for Pale Crepe and cents

74 to 77 1/2 for Smoked Sheet, the

tendency of the market being steady.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, April 4.—(Via Lyons and

Koukazu)—Paris exchange:

Paris-London cheques 27.65

War Loans:

2 percent 62.60

4 percent 1917 71.45

Liberty Loans:

4 percent 1918 72.00

5 percent 89.55

Amusements**OLYMPIC THEATRE**On Tuesday, April 8th
at 9 p.m.**SECOND AND LAST****Symphony Concert**

BY

MIROVITCH

PIASTRO, PACI

and

Full Orchestra

Conducted by Mr. Paci

PROGRAMMEI.—MOZART—Serenade for
String only

Conducted by M. Paci.

II.—BEETHOVEN—Romance

MOZART—Menuetto

VENIAVSKY—Polonaise

M. PIASTRO

III.—BEETHOVEN—Piano

Concerto No. 5, with Or-

chestra

M. PACI

IV.—CHOPIN—Sonata B flat

minor (with Funeral March)

(Mr. MIROVITCH will

play this piece on a Steinway

Grand Piano.)

V.—RACHMANINOFF—Fan-

tastic for two pianos

MIROVITCH—PACI

Booking at Moutrie's

PRICES:

Boxes, \$15.00, Stalls and

Dress Circle \$3.00

Direction: A. STROK,

AMUSEMENTS**LYCEUM THEATRE**

LAST NINE NIGHTS

FRAWLEY COMEDY CO.

Tomorrow night! Tomorrow night!

Monday and Tuesday,
April 7th and 8th

The Rage of London

"TWIN BEDS"

Wednesday, April 9th

The Comedy Drama

"THE HOUSE OF GLASS"

Thursday, April 10th

The old Favorite

"IT PAYS TO ADVERTISE"

Friday, April 11th

The Successful "Crook"—Drama

"KICK IN"Saturday and Monday,
April 12th and 14th

The Carnival of Laughter

"MARY'S ANKLE"Tuesday and Wednesday,
April 15th and 16th

For the first time in Shanghai

"COMMON CLAY"

Prices: \$3, \$2, and \$1.

Booking at Moutrie & Co.

Saturday, April 12, Matinee at 3 p.m.

"A PAIR OF SIXES"

Children Half-Prices

21950

OLYMPIC THEATREFOR ONE NIGHT ONLY
TONIGHT, April 6th.

PAULINE FREDERICK

in

"SAPPHO"

and

The International Wrestlers

in

Wrestling Matches

8 World-famous athletes will

participate

NEW PROGRAMME EACH NIGHT

PRICES

of

Admission: \$2.00,

\$1.50 and \$1.00

Today's Matinee Moving Pictures Only

SHOWING

"THE IMMIGRANT"

APRIL 7th, 8th and 9th

CREIGHTON HALE

"WAIFS"**"WAIFS"**

A Pathé Production

with

GLADYS HULETTE

AND

CREIGHTON HALE

A

CHARMING

GENERAL SHIPPING NEWS

Vessel's Loading

For River Ports

HANKOW & PORTS.—The Str. *Hawhita*, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Steamer *Hawhlee*, tons 1,151, will leave on Monday, April 7, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 240, Freight Tel. No. 256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer *Tatung*, Captain C. C. Williams, will leave from the French Bund on Monday, April 7, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 401.

HANKOW & PORTS.—The Co.'s steamer *Siangyang Maru*, Captain J. A. Scott, will be despatched from the N.Y.K. Mail Wharf on Monday, April 7, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 the Bund.

HANKOW & PORTS.—The Str. *Kianghui*, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s steamer *Tafoo Maru*, Captain H. Yamasaki, will be despatched from N.K.K. Pooing Wharf on Tuesday, April 8, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 the Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer *Luemy*, Captain Frazier, will leave from the French Bund on Tuesday, April 8, at about 12 o'clock midnight. For Freight and Passage apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. *Loongwo*, tons 3,925, Captain Findeisen, will leave on Tuesday, April 8, at about 12 o'clock midnight. For Freight or Passage, apply to C.M.S.N. Co.

TSINGTAO.—The China Navigation Co.'s Steamer *Kwangsie*, Captain J. D. Milne, will leave on Sunday, April 6, at 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Steamer *Tungchow*, Captain Harris, will leave from the French Bund on Sunday, April 6, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77.

CHINWANGTAO DIRECT.—The Kailan Mining Administration Str. *Hero*, will despatch on Monday, April 7. For Freight apply to Agent, 1 Jinkes Road. Tel. Central 1115.

WEIHAIWEI & TIENSIN.—The China Navigation Co.'s Steamer *Singan*, Captain E. B. Jones, will leave on Friday, April 11, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. *Luuenho*, tons 2,865, Capt. Jackson, will leave on Thursday, April 10, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer *Poayang*, Captain Carnaghan, will leave from the French Bund on Friday, April 11, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77.

NEWCHWANG.—The China Navigation Co.'s Chartered Steamer *Hwahkuei*, Captain Hiroka, will leave on Friday, April 11, at the same day. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77.

TIENTSIN & DAIREN.—The Str. *Kohoku Maru*, Captain M. Tsubaki, will be despatched from the Co.'s Yangtzeppoo Wharf on Saturday, April 12, at —. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, the Bund Tel. No. Central 4234 & 4235.

LONDON.—The Str. *Andes Maru*, Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on April 12. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, the Bund Tel. No. Central 4234 & 4235.

OSAKA & SEATTLE, CALLING AT VICTORIA B. C. via NAGASAKI, KORE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer *Arabia Maru*, Captain I. Hamada, will be despatched on Tuesday, April 8. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at —. For Freight or Passage, please apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

KEELUNG.—The Steamer *Kohoku Maru*, Captain M. Tsubaki, will be despatched from Co.'s Yangtzeppoo Wharf on Sunday, April 6, at —. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, the Bund Tel. No. Central 4234 & 4235.

NINGPO.—The China Navigation Co.'s Steamer *Hsin Peking*, Captain A. Stott R. N. R. will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WENCHOW.—The Str. *Kwangchi*, Captain J. H. Davies, will leave on Monday night. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG & CANTON.—The Str. *Kwangtung*, Captain C. Stewart, will leave on Tuesday morning. For Freight or Passage, apply to C.M.S.N. Co.

TACOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KORE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer *Manila Maru*, Captain N. Kobayashi, will be despatched on Thursday, April 17. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at —. The steam-launch conveying passengers on board will leave the Custom's Jetty at —. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, the Bund Tel. No. Central 4234 & 4235.

TAKAO (FORMOSA) via FOOCHEW & KEELUNG.—The Steamer *Koelung Maru*, Captain Y. Kukami, will be despatched from the Co.'s Yangtzeppoo Wharf on Tuesday, April 8, at —. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, the Bund Tel. No. Central 4234 & 4235.

Sailed from Shanghai

For San Francisco

Stanley Dollar Mar. 7
Shinyo Maru Mar. 8
Venezuela Apr. 3

For Tacoma

Africa Maru Mar. 6

For Seattle

Fusimaru Maru Mar. 21

For Vancouver

Empress of Russia Mar. 15

Empress of Japan Mar. 22

Empress of Asia Mar. 31

For New York Via Panama

Bloemfontein Mar. 9

Bolton Castle Mar. 21

For London, etc.

Celebes Maru Mar. 8

Hyson Mar. 7

Gleniffer Mar. 8

Hector Mar. 12

Novara Mar. 13

Atreus Mar. 13

Nore Mar. 13

Bendoran Mar. 16

Inabu Maru Mar. 17

Pyrillus Mar. 19

Alps Maru Mar. 28

Kamo Maru Mar. 31

Elpenor Apr. 3

For Liverpool

Hector Mar. 12

Orestes Mar. 28

Antiochus Apr. 3

For Antwerp

Tsurusa Maru Mar. 23

For Bombay

Dilwara Mar. 11

Shipping Items

The C.N. ss. *Sunning* left Hongkong for Shanghai on Thursday.

The I.C. ss. *Loongwo* left Hankow for Shanghai on Thursday.

The C.N. ss. *Luuenho* left Hankow for Shanghai on Thursday.

The N.K.K. ss. *Tafoo Maru* left Hankow for Shanghai on Thursday.

The C.M. ss. *Nanking* left Hongkong for Shanghai yesterday, and is due at Woosung early Tuesday morning. The *Nanking* leaves for San Francisco via Japan ports and Honolulu the same afternoon and the tender will leave the Customs Jetty at four o'clock.

The C.M. ss. *Klangtof* left Hankow for Shanghai on Friday.

The C.N. ss. *Woosung* left Hankow for Shanghai on Friday.

The N.K.K. ss. *Nanyang Maru* left Hankow for Shanghai on Friday.

The C.M. ss. *Klangtof* left Hankow for Shanghai yesterday.

The N.K.K. ss. *Talee Maru* left Hankow for Shanghai yesterday.

The N.Y.K. ss. *Yawata Maru* with mail left Moji for Shanghai on Friday and may be expected to arrive today.

The I.C. ss. *Luuenho* will leave Hankow for Shanghai today.

The C.N. ss. *Chenan* will leave Hongkong for Shanghai today.

The I.C. ss. *Kwangtung* left Tiensin for Shanghai on Friday.

The I.C. ss. *Chipsang* left Tiensin for Hongkong and Canton on Friday.

The M.M. ss. *Andre Lebon* arrived from Kobe on Friday and will leave for Shanghai on Saturday morning.

The tender *Whangpoo* with passengers and mails will leave the M.M. Jetty (French Bund) at nine o'clock.

The C.M. ss. *China* with mails from the States was expected to leave Yokohama for Shanghai on Thursday and may now be expected to arrive next Wednesday.

The I.C. ss. *Sulwo* will leave Hankow for Shanghai tomorrow.

The C.N. ss. *Poyang* will leave Hankow for Shanghai tomorrow.

The H.O. ss. *Chengdu* will leave Hankow for Shanghai tomorrow.

The N.K.K. ss. *Suiyuan Maru* will leave Hankow for Shanghai tomorrow.

The C.N. ss. *Sinkiang* will leave Hongkong for Shanghai on Tuesday.

The C.N. ss. *Chungking* will leave Hankow for Shanghai on Tuesday.

The K.M.A. ss. *Fukusai Maru* (chartered) left Chinwangtao left for Shanghai on Thursday.

The K.M.A. ss. *Patrol* (chartered) left Chinwangtao for Shanghai on Thursday.

The P.M. ss. *Ecuador* left Shanghai for Hongkong and Manila yesterday afternoon.

The N.Y.K. ss. *Aki Maru* from London and ports arrived in Shanghai yesterday and will leave for Kobe.

The P. and O. ss. *Dunera*, conveying silk, maf and general cargo for Europe, is expected to leave Shanghai on Friday.

The Blue Funnel ss. *Pakling* left Singapore for Hongkong and Shanghai on Thursday.

The Blue Funnel ss. *Peleus*, from Liverpool, arrived in Shanghai yesterday morning.

The Blue Funnel ss. *Arabia Maru*, from Liverpool, arrived in Shanghai yesterday morning.

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SHIPPING

N. Y. K.

NIIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, and England:

Tons

ITO MARU 12,500 Capt. K. Asakawa, April 14

ATSUTA MARU 16,000 Capt. N. Inatsu, April 25

AMERICAN LINE

Via Pacific, calling at Hongkong, Manha, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

SUWA MARU 21,000 Capt. R. Shimidai, May 9

FUSHIMA MARU 21,000 Capt. T. Iriwasa, June 27

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe)

YOMASHIRO MARU 7,000 Capt. Y. Nakajima, April 8

CHIKUGO MARU 5,000 Capt. M. Taniguchi, April 12

(KASUGA MARU 7,000 Capt. K. Ito, April 18)

MOJI, KOBE AND OSAKA LINE

YAWATA MARU 4,000 Capt. H. Mojiri, April 9

TAKESHIMA MARU 4,500 Capt. R. Arakida, April 12

OMI MARU 7,000 Capt. H. Kawai, April 16

KUMANO MARU 9,500 Capt. S. Saito, April 19

KOBE TO SEATTLE

KATORI MARU 19,000 Capt. I. Noma, April 29

FOR JAPAN

KAGA MARU 12,500 Capt. N. Sagawa, April 8

FOR HONGKONG

KATORI MARU 19,000 Capt. I. Noma, June 29

FOR MANILA AND HONGKONG

SUWA MARU 21,000 Capt. R. Shimidai, April 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU 18,000 Capt. M. Yamazaki, April 23

AKI MARU 12,500 Capt. F. E. Cope, May 21

TANGO MARU 14,000 Capt. M. Nishimura, June 25

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBURIYAMA, Manager, Nippon Yulen Kaisha.

Tel. Address: Yulen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTIN-PUKOW LINE

TIME-TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail	Mail	Miles	Peking-Mukden Line	Exp.	Mail	Local
S.	S.			1.	4.	5.
20.35	8.85	0	Pring	arr.	19.50	
22.45	11.12	84	Tientsin-Central	dep.	17.00	
22.60	12.17	84	Tientsin-Central	arr.	16.50	
24.00	11.25	84	Tientsin-Lnd.	dep.	16.45	
19.35		84	Hakka			
8.45	9.55	11.30	0	dep.	17.05	20.15
6.65	9.55	11.40	2.71	arr.	16.55	20.05
7.20	10.10	16.50	73	dep.	15.20	19.45
13.02	16.30	15.50	73	dep.	18.05	11.22
16.40	19.20	15.08	148	dep.	16.32	12.50
13.67	21.18	20.21	-	arr.	10.32	8.47
					8.06	8.80
						8.
7.	7.	220				
6.00	22.25	20.31	-	dep.	7.55	5.40
9.20	1.00	22.31	265	arr.	6.01	3.25
12.27	3.47	0.38	318	dep.	3.49	0.40
12.47	4.02	0.48	318	dep.	2.90	0.02
16.30	6.55	8.16	377	dep.	1.20	21.24
19.02	8.45	4.50	-	dep.	1.20	21.24
9.	9.	420				
5.40	9.00	4.87	-	dep.	22.29	19.00
11.28	18.02	8.38	628	arr.	19.53	14.55
11.28	18.20	8.40	628	dep.	19.45	14.08
18.27	17.94	11.52	600	dep.	16.40	10.50
20.58	18.55	13.06	631	arr.	9.20	6.40
						8.
7.	7.	220				
6.00	22.25	20.31	-	dep.	7.55	5.40
9.20	1.00	22.31	265	arr.	6.01	3.25
12.27	3.47	0.38	318	dep.	3.49	0.40
12.47	4.02	0.48	318	dep.	2.90	0.02
16.30	6.55	8.16	377	dep.	1.20	21.24
19.02	8.45	4.50	-	dep.	1.20	21.24
9.	9.	420				
5.40	9.00	4.87	-	dep.	22.29	19.00
11.28	18.02	8.38	628	arr.	19.53	14.55
11.28	18.20	8.40	628	dep.	19.45	14.08
18.27	17.94	11.52	600	dep.	16.40	10.50
20.58	18.55	13.06	631	arr.	9.20	6.40
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6.00	22.25	20.31	-	dep.	7.55	5.40
9.20	1.00	22.31	265	arr.	6.01	3.25
12.27	3.47	0.38	318	dep.	3.49	0.40
12.47	4.02	0.48	318	dep.	2.90	0.02
16.30	6.55	8.16	377	dep.	1.20	21.24
19.02	8.45	4.50	-	dep.	1.20	21.24
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18.27	17.94	11.52	600	dep.	16.40	10.50
20.58	18.55	13.06	631	arr.	9.20	6.40
						8.
7.	7.	220				
6.00	22.25	20.31	-	dep.	7.55	5.40
9.20	1.00	22.31	265	arr.	6.01	3.25
12.27	3.47	0.38	318	dep.	3.49	0.40
12.47	4.02	0.48	318	dep.	2.90	0.02
16.30	6.55	8.16	377	dep.	1.20	21.24
19.02	8.45	4.50	-	dep.	1.20	21.24
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18.27	17.94	11.52	600	dep.	16.40	10.50
20.58	18.55	13.06	631	arr.	9.20	6.40
						8.
7.	7.	220				
6.00	22.25	20.31	-	dep.	7.55	5.40
9.20	1.00	22.31	265	arr.	6.01	3.25
12.27	3.47	0.38	318	dep.	3.49	0.40
12.47	4.02	0.48	318	dep.	2.90	0.02
16.30	6.55	8.16	377	dep.	1.20	21.24
19.02	8.45	4.50	-	dep.	1.20	21.24
9.	9.	420				
5.40	9.00	4.87	-	dep.	22.29	19.00
11.28	18.02	8.38	628	arr.	19.53	14.55
11.28	18.20	8.40	628	dep.	19.45	14.08
18.27	17.94	11.52	600	dep.	16.40	10.50
20.58	18.55	13.06	631	arr.	9.20	6.40
						8.
7.	7.	220				
6.00	22.25	20.31	-	dep.	7.55	5.40
9.20	1.00	22.31	265	arr.	6.01	3.25
12.27	3.47	0.38	318	dep.	3.49	0.

Once Before She Had Ridden on a Railroad—When the American-Armenian Relief Committee Sent Her from Armenia to Take Ship for the United States. In a Cattle Car, Sleeping on the Floor, Huddled in With Soldiers, With a Loaf of Black Bread, Little Aurora Made Her Journey Happy and Contented.

Like a Story in the Fairy Books



Now Miss Aurora Has Just Arrived in California After a Journey Across the American Desert. And This Time the Little Persecuted Waif Travelled in a Drawing-room and Took Her Meals in a Trans-Continental Dining Car—No Drunken Russian Soldiers Trod on Her Sleeping Form, no Brutal Liberties Were Taken with Her.



Hered in the Desert by the Turks Little Aurora, the Christian Girl Refugee, from Ravished Armenia, Greeted Like a Princess on a Triumphal Trip Across the Country to California



Aurora's Party in Camp in Turkey



THE readers of this newspaper who have followed the story of poor little Aurora Mardigian, the Christian Armenian girl who was held captive by the Turks, will perhaps be interested to learn of a new chapter in her extraordinarily eventful young life.

This girl, who wandered for two and a half years across the blistering deserts of Asia Minor till her feet dripped blood, has just travelled across the American Continent with every luxury that our railroads can supply.

Once before she had ridden on a railroad—when the American-Armenian relief committee sent her from Armenia to take ship for the United States. In a cattle car, sleeping on the floor, huddled in with soldiers, with a loaf of black bread, little Aurora made her journey happy and contented. It was the first railroad she had seen, the first railway car she had ever been in—so far as she knew it was the best there was, and it was all very wonderful.

Now Miss Aurora has just arrived in California after a journey across the American desert. And this time the little persecuted waif travelled in a drawing-room and took her meals in a trans-continental dining car. No drunken Russian soldiers trod on her sleeping form, no brutal liberties were taken with her this time.

The girl, who has just arrived in California after a journey across the American desert. And this time the little persecuted waif travelled in a drawing-room and took her meals in a trans-continental dining car. No drunken Russian soldiers trod on her sleeping form, no brutal liberties were taken with her this time.

She spent her two and a half years escaping the clutches of Turkish pashas and murderous Kurds. Now she is in the hands of the most kind-hearted and charitable women of America.

"Can these things be real!" says Aurora. "I am in fairy land."

Then she laughs in girlish glee at the queer sights she sees—the women climbing into their berths, the dinner appearing as if by magic in the railroad car, the colored porters bowing before her with obsequious courtesy, the purring, cushioned automobiles that carry her hither and thither.

Everything that happened to her from New York to Los Angeles was in marvelous contrast with her previous life. Her pathway is strewn with flowers and receptions and kindness. Committees of public-spirited and sympathetic people await her at every stopping place with automobiles ready to welcome her to luxurious hotels or private houses.

All these bewildering adventures are happening to Aurora because the American Committee for Armenian and Syrian Relief, of which Cleveland H. Dodge is treasurer and Miss Nors Wain secretary, decided to send her to California. Among the leading members of the committee are ex-President Taft, Judge Charles E. Hughes, Bishop David H. Greer and ex-Ambassador Morgenthau. The name of this great charity has been changed to American Committee for Relief in the Near East.

In sending Aurora to California they had two objects. One was to give this young girl a delightful experience, to make her

feel that she was among warm hearted Christian people, who would do everything in their power to atone for the cruel wrongs she had endured and wipe out the scarring effects of the past.

The other object of the committee was to have Aurora's story told in moving picture form for the benefit of stricken Armenia. They believe that the experiences of this young girl, the only one who escaped alive among those seized by the Turks, will be the best way of bringing home to the American people the dreadful tragedy of Armenia. They believe it will be the most effective way of inducing the United States to save the remnant of this martyred Christian people from the condition of starvation, misery and disintegration into which it has fallen. The proceeds of the moving picture exhibitions will help to make up the fund of \$30,000,000 which the committee plans to collect for the restoration of Armenia.

Conditions for making moving pictures are, of course, ideal in California and so everything was just right for Aurora's California trip.

The thrilling facts of Aurora's escape and wanderings in Armenia are already well known to readers of this newspaper, but some features of them may be repeated to show the contrast between what happened to her then and what is happening to her now in her new fairyland of kindness, peace and sympathy.

Aurora was one of 15,000 Armenians of the town of Tchernish Gedzak who were carried away by the Turks to be slaughtered in trackless wildernesses and secret places or condemned to slavery in the harems. Of all this contingent, it is believed, she is the only one now left alive.

She was held a prisoner for a week in the harem of Ahmed Bey, the high placed Turk, where she saw her own mother and little brothers and sisters murdered. She was left to die in the desert, but was captured by the wandering savage Kurds and held by them as a slave.

She passed into the harem of the horrible Hajji Chafour, but escaped and wandered into the desert again. She lived on grass and bark in the desert of Derink for months. She was in turn a prisoner of the Turks, Kurds and Circassians.

She tramped over five hundred miles on foot in the Armenian and Syrian deserts, never having the covering of a roof, the use of a bath tub or the rudest elementary comforts of civilization. During most of this time she was shoeless and practically naked.

Then, one wonderful day, from her hiding place she saw the Russians capture Erzerum and she knew that there was a chance of finding help from Christlike hands. Strange to say, the spot from which she witnessed this stirring sight is called the Hill of Eden and forms part of the original Garden of Eden according to Armenian records. Then the poor girl dragged her weary body into the Russian lines.

Her hardships were by no means at an end, for she was compelled to walk part of the long road from Erzerum to Tiflis in Russia. From Tiflis to Petrograd she was allowed to lie on the floor of a railroad cattle car. This was her first adventure on a railroad. In Petrograd American friends

Aurora Mardigian, Who Was Held Captive Nearly Three Years by Bloodthirsty Turks and Kurds

of Armenia helped her to reach America, but she travelled to New York in the ship's steerage. Since then she has been growing more and more rosy for her.

Now, when dreary Winter threatens the eastern United States, Aurora goes to Southern California. She made the trip in a carefully selected drawing-room section under the care of a legally appointed guardian.

She had never seen the interior of a Pullman car before and she clapped her hands with delight at the sight. This poor girl, who for nearly three years had been treated as no American could treat his dog, enjoyed the use of her own bathroom and had her breakfast brought to her in bed every morning.

Fresh flowers were placed at her table every day and magazines and books to keep her happy and amused were constantly provided for her.

Nearly everything she saw pleased and amused her, which was not surprising in a girl who for years had seen and experienced little—but the kicks, curses and outrages of murdering Turks and Kurds, except when she was alone in the wilderness.

Occasionally some incident brought back the memory of her long agony. For instance, when a colored porter suddenly put his head in at the door it reminded her for a moment of the colored slaves in Ahmed Bey's harem and she gave a little shriek of terror, but her frightened quickly passed away.

When she saw women of dignity climbing into upper berths on the train, while she enjoyed a regular bed, she was slightly amused. Yet she always remained the simple unspoiled child of Nature, warm-hearted and ready to share her good fortune with every friend and acquaintance.

This poor girl, whose clothing for two and a half years varied from a wisp of rags to nothing at all, was fitted with a wardrobe from the best couturiers and modistes of New York. She had smart tailor-made costumes for day wear and dainty decollete dresses for receptions and evening wear.

Greatest luxury of all, for one who had wandered for years in bare feet, she had several pairs of shoes of the finest quality.

When Aurora reached Los Angeles, a comfortable limousine waited for her at the station. Nestling in its luxurious cushions, she was rolled away to the finest hotel in the city. There the Presidential suite had been reserved for her, the suite that had been occupied by President Taft, President Roosevelt and several foreign Ambassadors.

Her rooms were filled with flowers sent by her admirers and sympathizers who had risen to her brave struggle to escape from the Turks. The leading citizens of Los Angeles and their wives called upon her in such numbers that after three days the excitement upset Aurora and she had to go into the hands of trained nurses—another luxury of American civilization quite new to her. In Armenia she had dragged herself about without help when suffering from cruel wounds.

Aurora made a quick recovery, and she went on with the work of representing on the film her own story and the martyrdom of her people.

The Committee for Armenian Relief promises that this motion picture shall impress the whole tragedy of Armenia deep-

ly on the mind of America. It will be the most elaborate picture of its kind ever produced, and the most faithful to facts. Every feature of it has been verified by Lord Bryce's report on the Armenian atrocities made to the British Government.

The production has been made for the committee by William N. Selig, who gives his services to the cause.

Aurora threw herself into the work of representing her own adventures and the sufferings of her people for the film with intense earnestness. For her it required no acting—only repeating what she had already suffered. She fully realized that her efforts would help to bring relief to the remnant of her martyred people and might be the means of saving them from extinction as a nation.

It was found, however, that she could not act more than a few minutes a day, for the strain of living over again her own agony, of seeing the death of her mother and brothers and sisters and all she loved was so great that she became unnerved and broke down. Finally, however, with ample time and care the picture was completed in the form the committee desired.

The picture begins with the signing of the imperial edict in the Sultan's palace for the deportations and massacres of the Armenians. Enver Pasha and Talat Bey, ministers of war and the interior, the Sultan, and Djevdet Bey, Enver's brother-in-law and principal agent in massacres, are shown in the minister's room. Ambassador Morgenthau's protest against the inhumanity of these Turks and his effort to stay their hands are depicted.

Then the picturesque Armenians are shown in their homes. From then on the picture represents the issuing of the proclamation, the massacres of the men with great cruelties, the assembly of the women, the looting of their homes, the cruelties of the Zaptiehs and the starting of the women with Aurora's family, on the road to the Arabian desert. Aurora's own story is then pictured substantially as it has been told in this newspaper.

The American Committee present the picture throughout the United States beginning January 12 in all the large cities. All money received goes directly to the committee, and the costs of exhibition are paid by the committee directly. Every dollar will go to Armenia entire. It is hoped that at least ten million Americans will see the production.

It will be not only a very stirring picture, a highly artistic one. Special music written by Armenian composers will give it a strange Oriental glamour. The picture is directed by Oscar Apfel, a noted director.

Aurora herself will appear in person as many of the representations as possible to thank the American people for what they are doing for Armenia and to beg them to complete the work. She has learned English especially for this purpose.

Aurora is a special ambassador from General Andranik, the Armenian national hero, who never gave up hope, in the struggle in which 2,000,000 of his people were massacred, and the picture is her fulfillment of her promise to him, given just after she reached the Russian lines, that she would tell America the full truth about Armenia.

Cylinder Gowns By Lady Duff-Gordon



One of the New Cylinder Gowns—"Istar-Sahar," Showing the New Note of Fullness in the Tunic.

A Delicately Original Tea Coat in Which "the Cylinder Motif Is Again Utilized.

The Cylinder Gown with Its Harmonious Bodice. In This Gown Lady Duff-Gordon Has Been Inspired by the Ancient Glories of Babylon Both in the Silhouette and Its Marvelous Colorings.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
(*"Lucile"*)

TO-DAY I am showing you gowns built upon the corner stone of art, long recognized and only occasionally questioned, that the curve is the line of beauty. They so drape the figure that it is of cylindrical form.

The long, slender cylinder is a thing of intrinsic beauty. The slim, fragile reed is often found in that form. Some of the famous columns supporting what were the most beautiful of ancient temples were derived from the reed model. The woman who plans her wardrobe upon such basis is sure to have garments that are intrinsically beautiful.

The large right hand figure which you see I have given the name, "Istar-Sahar." The stateliness of the model and the long, straight lines of the robe convey, I hope, something of my inspiration. There was in my mind a word picture of Istar, or Ishtar, the goddess worshipped by the Babylonians and Assyrians. The splendor of the material used for the narrow skirt deepens the impression I wished to convey of the magnificence of the East. This tea robe is composed of a skirt of Canton blue Chinese brocade. Upon the rich blue background are wrought flowers in black and silver. Around the hip-line of the sheath-like skirt is a wide border of skunk fur. Above the skunk border is a glimpse of a sapphire girdle. A long, close gathered bodice of cloth of silver is finished at the bust line by a band of violet metallic ribbon. Over the bodice is worn a tunic of lead colored gauze. At neck and wrists the veil-like tunic is finished by sapphire and silver bands. From the sleeves and neck, at the front, hang silver tassels. Flesh-colored satin slippers complete this gown's attire.

The small, upper left hand figure shows the same gown with the addition of its own half tunic or smock. Again Canton blue and silver brocade with a background of Canton blue is employed in the building. The tunic is faced with violet satin. A broad band of skunk fur finishes the tunic.

In the lower left hand of the page you see the delicate tea coat to which I fit the light phrase, "*Tu M'Amuse*" (you amuse me). Smoke colored gauze is used for the garment worn over a slip of shell pink charmeuse. The full, straight, short-sleeved tunic that has kinship in line to a Mandarin coat, or a painter's long smock, is heavily embroidered in silver. It is piped at cuffs and hem with rose colored silk and black velvet. Over the slip is worn a girdle of mulberry ribbon. A corsage bouquet of flowers in gay Bulgarian colors adds to the garment that is at once ephemeral and sumptuous.

Fads And Fancies Of Fashion

Fashions from the trenches have continued to come over for two years. The colorful neck muffler, the quilted waistcoat, the leather belt, the diagonal line from shoulder to waist, were some of the features that were lifted from the mud and blood of Flanders and brought into the clean and smiling life of the American public.

First we wore the muffler as a means of protection against bitter cold, and now we have attached it to frocks and coats. It is used in formal style on a black velvet coat that reaches below the knee. The material is oyster white plush; it is well pulled up around the ears and chin, fastens at the left side and then drops in one long streamer down the back.

It is used in gray angora on a dull brown woolen jersey street frock. The lines of the gown are slim and tight. The skirt has two bias pocket openings outlined with gray angora. There is a wristband of the angora, and then this muffler which is pulled over the chin, caught at the side with a handsome tortoise shell buckle wrought in open work and dropped to the heels at the back. It is a part of the gown, as the white plush muffler is a part of the coat. It cannot be detached. This is quite a new idea in collars, and it promises to have a strong measure of popularity.

Young girls are not so sedate in their choice of colorings, for instead of oyster white and gray they take up mandarin yellow and cherry color for dark blue frocks. One can unwind these mufflers in the hands, otherwise the gown would be useless. They are arranged in a clever way so that they may be detached from the neck line in front and dropped around the figure, or thrown backward and then twisted around the waist.

Straw braids worked into checks of contrasting color are used in some of the new hats designed for Southern wear.

Color wheat ears are used with good effect on some of the new straw hats. The little sheafs, or the part of wheat that bursts open to let the sheafs come out and that later encloses the grain, is made of chiffon.

Some of the new hats, with moderately wide brims, are decorated with a fringe of feathers all the way around.

Little hats of tulie, of brown, black, dark blue and bright colors are made with high, puffed crowns and narrow, drooping brims. Sometimes the brims are stiffened with wires and sometimes they are merely formed of a ruffe or fold of the tulie.

An attractive hat for Southern

At the Dressing Table.

By MARGA

How Millicent Cleaned Father Time

I hadn't seen Millicent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her, I expected her to be hard working, early rising, and late to bed. I quite expected to find her looking old, and very much the same. But when I went into her room looking faded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, after her hair bright, and her skin glowing with tone, while the few wrinkles which I remembered had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a special lotion which she had made herself, gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of cosmetics, this being the reason why she was so fresh and young. The lotion caused wrinkles, and was using instead a lotion made by mixing an ounce of emollient in about half a pint of water. This lotion is a natural emollient, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which had remained round her eyes for months, she told me nothing. The use of the mercurial wax had done the trick without any effort on her part. This wax, it seems, has a great power of softening the skin, and is especially useful while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Millicent used to have a slight growth of hair on her upper lip, which I am forced to admit, even though I am not a woman, is pretty ugly. She had this removed by an expert, and it was a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered phenolene. After two weeks of this treatment, the hair had entirely disappeared, but as a precaution she had used some teakoo paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had always used it regularly, every morning, with a dessert spoonful of stalexx dissolved in hot water, then dried it without rinsing (as this is not necessary when using stalexx), and given it a good rub with a soft brush. This gives a stimulating tint in the form of a simple tonic. For one week in every four she added into the water, every morning, a quarter of a tea-spoonful of boraxium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Millicent had always been naturally pale, and I remarked on the pretty flush which had come to her cheeks. This, I concluded, was not natural (although it had deserved even an expert like myself), but was brought about by using a certain kind of rouge which I happened to have, and which I applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it depended as the atmosphere became warmer, just as a natural color would.



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AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 6, 1919

NO RATES TO BE SLASHED ON DODGE OR CADILLAC

Amazing Story They Could Be
Bought For A Song From
Uncle Sam Untrue

New York, February 9.—For some weeks past the Tenderloin, Wall Street and Park Row have been filled with rumors that the Government was selling at a great sacrifice thousands of Cadillac and Dodge passenger cars for which they had no further use.

The general gist of the story was that the price the Cadillac car could be obtained for was \$1,000 and while all Uncle Sam wanted for a Dodge car was \$300.

One story had it that the cars were being sold in lots of 100 and another said that they were being sold in bunches of ten. Army headquarters in Hoboken or Philadelphia, according to the man who retailed the story, were the places where the cars could be obtained.

On the strength of these rumors little clubs of ten were formed in Wall Street, Park Row and in the theatrical district to pick up these alleged bargains.

No one seemed to know who started the story, but everyone knew some prominent person who was in on the deal. No one was able to produce anyone who had bought either a Cadillac or a Dodge car at the cut-rate price, but the rumor would not down.

Among the second-hand car dealers the story was pronounced a pure fake, and the leaders of the used-car trade said they would be glad to pay \$2,000 for a new Cadillac, or \$700 or \$800 for a Dodge car, if anyone could produce them.

Alfred Reeves, manager of the Automobile Chamber of Commerce, when asked about the yarn said: "It is absolutely untrue. There is not one word of truth in the story." The Government, he said, bought about 15,000 passenger cars, and of these over 800 were sent abroad and will probably never be brought back while, as for the other 10,000 cars of various makes, the Government needs all of them for its own use.

Continuing, Mr. Reeves said Col. Fred Glover, of the Quartermaster's Department, in charge of motor vehicles, "told me that no cars will be sold by the Government in any manner, shape or form at the present time. He also stated that no trucks would be sold, and if they were sold the makers would first be given an opportunity to bid on them. So if any one expects to buy a Dodge or a Cadillac car at a cut rate from Uncle Sam, he is going to be disappointed."

DENBY TRUCK 5 YEARS OLD

Hard Won Experience Behind Their
Proved Excellence

"Performance and cost per ton mile are the base of motor truck merchandising, and unless both can be proved the manufacturer is in danger of being in the debris when his air castle tumbles," says W. J. Altkin, president of the Denby Eastern Distributors.

"For five years Denby trucks have been tried throughout the world, and the satisfaction of owners is reflected in recent additions to the factory at Detroit to permit of production which will keep abreast of the orders."

"Pioneer users of the internal gear drive Denby stick to the basic principles of the first model. Not only can no truck of given capacity work out of the box, the operating cost is quite the lowest because of the elimination of waste effort through this approved and simple mechanism."

Bidding Blowouts Adieu!



JAMES A. HORNE

Courtesy

Investor Perfects Punctureless Auto Tire

James A. Horne, of Denver, and his punctureless auto tire. It is a resilient tire and can be manufactured at one-half of the cost of pneumatic tires. It is contrived in four sectional parts. When one section becomes worn it can be removed and replaced with a new part at small cost. The sections for the tire can be carried in an ordinary tool box. Mr. Horne is showing how easily a section of the tire can be replaced.

At The Automobile Shows

By C. G. Sinsabaugh
(In Motor)

The great American public is now having an opportunity to inspect the 1919 offerings of the motor industry, a privilege that might have been denied it had it not been for energetic industry that has been caught sleeping. Perhaps the makers' viewpoint was right at the time this action was taken, but later developments proved that the industry could get on its feet much quicker than even those in the industry had anticipated and that shows are necessary.

When the National Automobile Chamber of Commerce, at its Washington meeting, following the signing of the armistice, stopped the dealers from holding national shows in New York and Chicago because the makers thought they had nothing of interest to exhibit because war had prevented them working on 1919 models to any appreciable extent, it looked as if the industry had been caught sleeping. Perhaps the makers' viewpoint was right at the time this action was taken, but later developments proved that the industry could get on its feet much quicker than even those in the industry had anticipated and that shows are necessary.

Chicago had to come first on the list because New York could not get Madison Square Garden before February 1. Chicago picked to open January 25, running the passenger car section for one week. The truck show was set for four days of the week following, February 3 to 6. By the way, this was the first time trucks had been exhibited in Chicago for many years, but it only is indicative of the great growth of the commercial car industry. New York also has recognized the truck and has given it a full week, the second half of the show.

The dealers were wise in insisting on holding the shows in Chicago because of the great demand for space. This brought about an interesting sidelight on the situation. Chicago had more different makes of passenger cars on view than New York, but the latter has far more makers of trucks to exhibit when the latter half of the show is held. And the manufacturers of accessories have given both shows their liberal support.

None can deny the invigorating spirit that the shows will put into the industry. They have diverted the minds of the manufacturers from war work to the present peace time. They help hold the market as they must be up and doing in order to take advantage of the big business that surely is to be had this Summer and they are giving the dealers a selling impulse that will be felt throughout the country.

Especially is this last fact true, for

coming after Chicago there is a string of local shows that will carry us well into the Spring. The first of these at the same time as did Chicago, will be ahead of us soon. Kansas City, Louisville, Minneapolis, Des Moines, Columbus, Buffalo, San Francisco, Cleveland and Boston, each a hammer blow home to the people in the fact that the automobile industry has ears to sell; that improvements have been made and that, now the war is over, the people can spend some of their money for the greatest means of transportation of modern times, the passenger car and the motor truck.

And when the manufacturers prepared for exhibition to the American public? Well, Chicago gave us a fair insight into this, for Chicago demonstrated that the makers lost no time in getting out new models once they knew Chicago and New York shows would be held. Factories got busy immediately, improvements in designs were pushed along, new body lines developed and the result is that the American car for 1919 is something that may well be proud.

True there is nothing radical, but that hardly is to be expected as yet, for the industry has not had a fair opportunity as yet to develop the new ideas brought about by the war, but the news is certainly slow progress. Basically the cars are the same as the previous ones, but there are a number of concerns which have had time to change numerous details which is about all they would have had in a year of working very hard. Others so rushed with government work, did not have enough time to fully develop certain parts or details while a third class was already past the developments period with many units, but did not get time to enter production. The one notable class is the one which holds prize packages in the one which holds prize packages in but we cannot expect them to be opened until late spring or summer.

The American public is shortly going to see some totally different cars from the prevailing ones. There will be a great many more cars with overhead valve engines; there will be more small cars, they will be lighter in weight. New designs of enclosed and convertible models will be highly attractive. Colors will be lively and the lighter colors will prevail. In the details of the chassis we shall see more attention paid to lubrication than to anything else. Oils will be used more freely in place of grease, there will be fewer pieces which require frequent attention. There will be an attempt to introduce some decidedly radical constructions in engines and other parts but from past experiences the American public will not take to them. They will prefer standard chassis with a block-seat double box six-cylinder engine, disc clutch, three-speed transmission, two-joint shaft to the axle. In wheels though we shall see a great many more chassis with wire and disc covered ones.

This lack of appreciation of good ness because it is not conventional

ness is the reason why the market is slow.

does not apparently prevail abroad where the post-war announcements of the many radical constructions that will be produced during the coming year.

We must bear in mind that a great many of our manufacturers previous to our entrance into the war, were almost ready to announce new production. This was stopped then, but time was found in many cases to continue development, smoothing out the year, and avoiding detail errors. Many of these cars will be seen on the market in April, May and June. There are a great many cars which give excellent satisfaction, so far as the performance goes, but which invariably develop body troubles in a short time after use. These body troubles, including rattling doors, chipping of paint, rattling of instruments, etc., are the chief causes of trouble.

Sometimes it is not in the body but in the poor frame construction which allows all vibration and distortion to get to the body.

We shall have improved driving and further development of electrical apparatus and the storage battery.

Mention of the latter brings up the question of accessories and there is no question but that this field will get its full share of development and reward to such a judicious extent during the last year. The two situations will be more interesting than ever with the sort of tire making tremendous gains. This tire will increase in popularity each year until production is big enough to cause a price reduction and then the savings will be no more than a substitute. The ignition situation as it now stands gives the battery type ignition almost universal recognition, but not doubt the magneto will gain some adherents in a few years.

Rubber Companies Foster Athletics

New York, February 9.—Representatives of the various rubber companies of the Metropolitan District met at the Goodyear Rubber Company offices at No. 113 West Sixty-fourth Street and formed what will be known as the Robins Industrial Athletic Association. Representatives of the following companies were present: Alex. Goodrich, Good-year, Firestone, Kelly-Springfield and Sterling. The following men were elected officers for the ensuing year: Robert Damare, Goodrich, president; E. G. Biddle, Kelly, vice-president; Frederic A. Wichman, Ajuz, secretary; A. Golden, Good-year, treasurer.

It is planned to organize a baseball league this Summer and in the Fall start leagues for basketball and various other sports.

The Trail of the Thrifty Motorist

YOU see more Firestone Tyre imprints on the roads every day; people are thinking more about mileage.

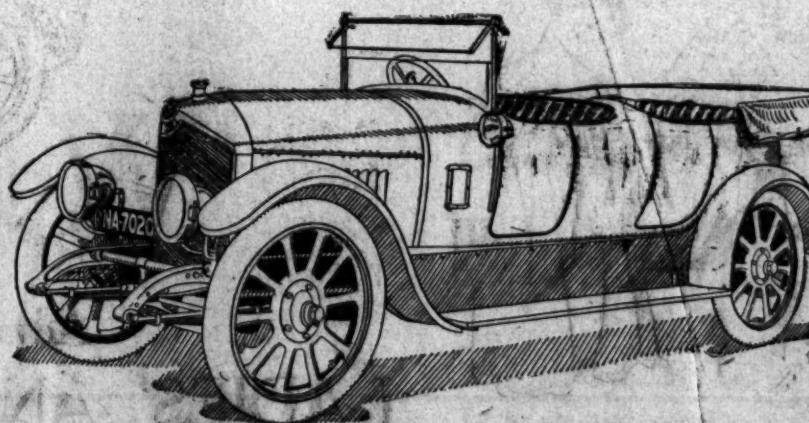
Wise motorists insist on buying the best tyres they can find. At the present time there is a flood-tide of Firestone Tyre buying, and the Firestone Company is responding to present-day needs by building the best tyres ever turned out of the Akron factory.

Remember, that it is not only your privilege but your duty today to get the most tyre mileage for your investment.

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the
Quality
Car.



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If you are open to handle a first-class Car Agency, there's not a more profitable proposition than that which Crossley Motors Limited can offer you. The Crossley Car is recognised, the world over, as the "Quality" Car. Its beautiful design; its splendid finish; its accurate workmanship; its extraordinary reliability, are just a few of its features which help to strengthen the reputation of those who handle it and to secure for them a name for dealing in high class products in reliable and satisfactory merchandise.

IF YOU WISH TO SECURE THE CROSSLEY AGENCY, YOU MUST
WRITE NOW.

CROSSLEY MOTORS Ltd.,
Builders of Quality Cars,
MANCHESTER, England.

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"SPHINX" NAG.

Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.

"I know I move swiftly," hissed Nag the Cobra "and never creature of the Jungle was more quiet than I. But listen; the man pack on their dying wagons move yet more swiftly, and my swiftness compared with theirs is like the blunderings of old Hathi the Elephant. It is this thing of steel and fire that gives the man pack speed and endurance. 'Sphinx' they do call it, for the name signifies that which endures for all time."

THE SPHINX MANUFACTURING CO.,
Birmingham—England.

SPHINX

An illustrated catalogue of Sphinx Sparking Plugs suitable for all types of motor engines can be obtained on application to the offices of this journal.

NEW DENBY MODEL 27 IS HEAVY DUTY TRUCK

Rated At 3 1/2 Tons Capacity
But Main Units Are Of
5-Ton Type

Enter model 27, the newest creation of the Denby Motor Truck Company of Detroit, heavy duty commercial vehicle, the builder of which sees for it a distinct place in the business scheme of the world.

This model is rated 3,000 pounds, or 3 1/2 tons capacity, but significant in its construction is the fact that the majority of units are recognised five-ton units—motor, transmission, clutch, radiator, etc. Serviceability and lasting quality are logical sequences of such far sightedness on the part of the maker, whose plans call for an unusual production for a truck of the rated capacity of this powerful carrier of burdens.

"For two years we have been working to a point where we could produce this type of truck to complete our line," is the explanation of Garvin Denby, president of the company. "The question was whether to build a light-truck or one of the specifications of the '27,' and after exhaustive tests we decided in favor of the more costly of the two because of its wonderful attainments in hard going.

To give the new 3 1/2 ton truck a test that would enable the engineering department to eliminate all of the "bugs" in the experimental models we shipped them to Oregon, where for three months they hauled wheat. The trip was through hub deep sand, the steep grades and down hills, which thoroughly tested both power and control. Harder work could not have been assigned, the performance with overload being such that the perfected '27' to my mind, is the ideal, a notable triumph of engineering skill and manufacturing precision."

Like others of the Denby line, the new model incorporates nothing experimental, nothing that can figure in a comeback.

A feature that will be appreciated among users is the variable frame length that can be supplied, so that this truck is adapted to any class of body from the long vans to the compact dump bodies. The loading space is as great as that of a five-ton truck and the speed of the "27" is far greater.

Worry Over U.S. Trucks Needless

**Denby Distributor Says Army
Motors Are Too Few To
Cause Concern**

"There is a tendency to exaggerate the number of motor trucks the Government now has in the United States and this probably is responsible for some of the rumors that they were to be put on the market," said W. J. Aitken, president of the Denby Motors Distributors, Inc.

"As a matter of fact there are not enough army trucks to come near to causing any concern, and if the property of the Post Office is carried out these will not come anywhere near meeting the demand for equipment for the rural parcel post service, which is to be installed wherever there are roads to permit."

"It would require in the neighborhood of 100,000 motor trucks for this service, according to recent reports from Washington. The understanding there is that the Postal Department will take the war trucks and by changing the bodies adapt them to the new uses."

"In view of the comparatively few war trucks here there will be a call for thousands more, which puts a different face on the whole proposition. We have held off from buying under the belief that they will be able to secure bargains from the Government and instead of that condition makers may have a big Government order to execute, which naturally will cause a shortage in the number of trucks for commercial purposes."

"As a rule a man does not buy a truck until he has to, but there is such a thing as waiting too long."

Insure Your Motor-Car



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LIBERAL CONDITIONS AND MODERATE RATES

The Truck A World Saver

By Charles G. Harper
(In Motor)

With the conclusion of a more than four years' world-wide war, it seems desirable to pause awhile and to take stock of affairs: to look back and forward upon the part motor transport has played in warfare and will play in the reconstruction of countries alike ravaged in actual fighting and suffering from a neglect of peace-time avocations.

The subject is a vast one and would need a great deal of writing by various hands to be dealt with thoroughly.

Here, therefore, one can but touch superficially upon it. The war, owing to the strenuous labors and anxieties of those who have lived through it, seemed long; but actually, as familiarly with the history of past wars shows us, it was—considering its vast scope—a phenomenally short one. It is comparable for its scale, though not for its length, with the great Napoleonic wars, lasting twenty years and ending only with Waterloo in 1815. Relatively, though of course not actually, it had been no greater in the scale and magnitude involved; for the populations and the resources of the various warring countries in the latter half of a century had naturally vastly increased. We were only in the days of the machine, as are then. It is fairly arguable that the full function of machinery has actually, in general and in its special application to motor transport of all kinds, brought this enormous conflict to its close far earlier than would have been the case had not machinery generally, and motor vehicles especially, been employed.

Nay, more! For while mechanical traction has been fully used on both sides, I think there are few who will care to traverse a contention that the advancement of it have been, on balance, with the Allies. Further, still, at several crises, when the enemy was in most branches of equipment distinctly superior, and disposed of greater masses of troops, it may be held, without fear of contradiction, that the intelligent use of motor transport saved a situation which otherwise would irretrievably have been lost. One has but to recall how, in September, 1914, the French, employing the whole force of the Paris' taxicabs, rushed them up, full of soldiers, to fill a breach in the line and irrevocably stop the imminent advance of the Germans on the capital. Was the war saved then? Perhaps. And concurrently with this brilliant stroke the Germans' own motor transport broke down at the Marne.

Railways on neither side were sufficiently elastic, nor were they numerous enough. For warfare, after all, must be conducted in terms of roads. Here exactly is where motor transport found its opportunity. When I permit my thoughts to carry me back to things I have seen in this war, I am inclined to think that, wonderful though the machinery and munitions of destruction may be, nothing is really quite so wonderful as the way in which the troops of all the armies have been kept in force and swiftly redistributed, provisioned and cared for by motor car agency.

I have spoken already of the Paris taxicabs, but before them we had in the field other public service vehicles. Let us never forget the imperishable laurels won by the London motor omnibus. Had there been already no such thing as the motor bus, something of the kind would have had to be invented; and there can be no doubt that the improvised article would not have been so satisfactory as this proved. Do I not well remember the rabble-rouse of the flight from Antwerp in October, 1914, in which the London buses, still bearing the legends "Bank, Charing Cross, Liverpool Street," and many another landmark, figured? Did I not see them at St. Nicolas and ride through a night of horrors in one to Ghent, where its shattered windows and wounded men formed the center of a vast exulting throng of terrified inhabitants?

It is not, however, such tense occasions which give the most enduring impressions. Rather was it the daily and nightly processions of cars of every type one used to see going to and returning from the front in Belgium, along roads always rough and often completely founered through the exceptional traffic and continued vile weather. The authorities out there had commandeered all private cars as well, and so those processions had always the added charm of variety. Taxicabs, omnibuses, lorries, elegantly upholstered cabriolet cars, ambulances, armored cars—any type you choose to mention, private, public service or military—were all represented; and

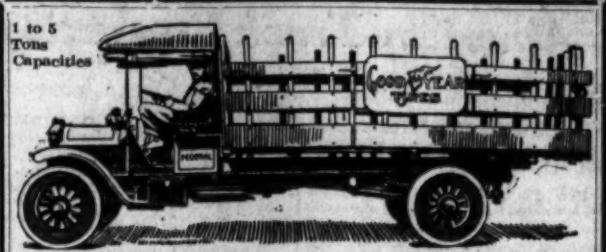
miles of rail were therefore useless. Only one road was open and along it, over a distance of thirty-four miles from Bar-le-Duc, had to be brought up the whole of the reinforcements and the munitions of every kind necessary for holding this key position. And not only so, but the return traffic of empty cars and trucks and the evacuated wounded had to come back along the same road. The taking by the enemy of Verdun at that time meant a descent to the plain of Chalons and the taking of Paris and losing the war for France and the Allies. The organization of supplies along this great highway—the French well style it now the "Sacred Way"—was a miracle of efficiency. Thousands of American trucks, without intermission, maintained the necessary services, and the urgent needs of the front line were provided. Had this situation arisen before the era of motor traction, Verdun must have fallen. Thus, added by self-propelled traffic, the road had arisen to greater importance than the railway; which affords us much food for thought.

And in after-war conditions the roads and motor transport bid fair to fully maintain this remarkable record. Railways in the reconstruction period will be congested. More than they can perform will be laid upon them, alike in the transport of passengers, goods and essential foodstuffs, not only in the war-worn Enemy States, where the very survival of the people is threatened. In their case, with railways either destroyed or worn out, the use of motor transport will probably mean all the difference between starvation and a sufficiency of food. But that is not our problem.

Another, however, emerges. It is

the problem attendant upon what is called "social unrest," or plainly strikes. Something of this has been foreshadowed in England during the ultimate months of the war, when a sudden and entirely unlooked for and unjustified strike broke out upon the English railways. The railwaymen, the spoiled children of the British industrial world, have the opinion that upon their work hangs the whole fabric of the English social system. They have the idea that they hold the only key to the maintenance of communications and supplies of every kind. It is a belief dangerous to the community, but it is unwarranted, for in the last resort there are the roads and the mechanical vehicles ready in hundreds of thousands for use on them.

This was demonstrated clearly enough, but unexpectedly, when the railway strike came into existence. The British Government, without any declared policy, had initiated a national registration of motor vehicles intended to cover, among other things just such an emergency as this. Few knew of it, but vast motor fleets were ready and a proportion came actually into service. That they were not more generally required was due to the strike failing before it grew to any great extent. Thus was defeated an incipient conspiracy of one class numbering by a generous computation not quite a million. Including dependents, against a nation of forty-five millions. Much more might be said on this thesis; but enough has been set down here to justify an affirmative answer to the query, "The Motor Car: Savior of Society?" That has been and may again be, on yet a larger scale, its role.



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To speak of power is to mention but a single Buick attribute. The same is true of economy, reliability, strength, performance, balance and convenience.

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See Record Year Ahead For American Truck Production

National Automobile Chamber Of Commerce Estimates Output Of 327,000 Commercial Vehicles For Season

New York, February 9.—It was a wise thought that prompted the committee of the New York Dealers' Association to add a commercial car week to properly round out the largest automobile show of the year.

A separate and thoroughly comprehensive commercial motor car exhibit has never before been held here. It comes in good time, for the motor truck has played so large a part in the success of the war, and in saving home transportation from pernicious congestion, that it has assumed a far more important place in the public eye than ever before. It is destined to be one of the great transportation mediums of the country. Despite the production restrictions imposed by the war, more motor trucks were made last year than in any preceding twelve months, and a new high record production is assured for this year, the estimate made by the National Automobile Chamber of Commerce being for 327,000 commercial vehicles of all kinds.

The exhibit this week will include sixty different makes of trucks and small business wagons, in addition to tractors, trailers, and special types of bodies. Among the tractors will be the Fordson tractor, which was designed over a year ago by Henry Ford to aid the farmers in this and foreign countries in food production, and several thousand are now in use in England and France.

The commercial car exhibits will include every variety of type and capacity from the light half-ton delivery wagon to the heavy five and six ton trucks their individual wheel bases ranging from barely 100 inches to long extension body creations capable of carrying elongated loads, theatrical scenery, telephone poles, lumber, and other material. There will also be in the Garden over two hundred special exhibits of parts and accessories, including hard and pneumatic tires, for motor truck use.

While the war may not have caused entirely radical changes in motor truck design, its earmarks, nevertheless, will be noticed in many cases where models have been strengthened and built more substantial than at any time in the past.

Regular Freight Service Growing

A significant development of the increasing utility of the motor truck is the rapid growth of regular freight service. This term is broad in its scope and includes the use of trucks for hauling the products of the soil directly to distant market or shipping points, thereby eliminating frequent loadings of the railroads, and the transportation of merchandise from the manufacturer direct to the retailer and consumer. The demand for transportation brought about by war conditions has made possible the development of this service. Several hundred companies have been organized and many of them operate large fleets of trucks over well-defined routes.

Windsor T. White, Chairman of the Motor Truck Committee of the National Automobile Chamber of Commerce, calls attention to the fact that so great was the demand for motor trucks during 1918 that the production of American makers increased by almost 45 percent over the previous year, making 56,410 for the war and more than 175,000 for civilian use, as against 160,100, including 16,293 for the war, during 1917.

While the War Industries Board, to conserve iron and steel, required truck manufacturers not to exceed during the last half of 1918 one-third of their individual production during 1917 and the first half of 1918 for essential civilian uses, the aggregate output for all of last year was largely in excess of that for the preceding year. This was due principally to the great increase in the first six months. How large this increase was is indicated by the fact that from Jan. 1 to June 30, 1918, there were produced for civilian purposes 90,917 commercial vehicles, as compared with 109,865 during the twelve preceding months—more than 80 percent as many in one-half the time.

Production in the last half of last year was, because of the limitations set by the board and the inability of manufacturers to secure parts and materials, just about the same as during the first six months, the total output of civilian trucks for the year being very close to 175,000. This does not, however, represent the sum total of activity of the industry. In the twenty months from the entrance of the United States in the war to the signing of the armistice the truck manufacturers accepted contracts for the production of 204,760 military trucks. During 1917 they delivered 16,293 and in 1918 completed 56,410 on war contracts up to December 1.

There was an insistent demand for many more civilian trucks than could be supplied last year and there was ample capacity to build them had the materials been available. Many of the leading manufacturers were devoting all their facilities to war work, so that they were unable to fill even the urgent demands of city street cleaning departments, public service companies, and factories engaged indirectly in war work. Schedules for 1919 contemplate an aggregate output substantially in excess of last year. Contributing to this great increase are facilities for production of at least 75,000 a year which have been, or soon will be released from military truck work.

Several months will be required for the industry to get into full production on the new schedule, although it is in a better position to resume peacetime work than the passenger car industry, because truck manufacturers generally did not take on contracts for work that was distinctly foreign to their regular operations. Their contracts were for trucks, and

claims better the capabilities and dependability of the motor truck.

The country is undergoing an important evolution in the matter of transportation. It is coming to realize that the highways are as essential to national development and prosperity as the railroads; that they are interdependent systems, and that the national bill for haulage under the highways under present conditions is much larger than the country's freight bill. Rural motor express lines are already bringing about changes in the farmer's life and methods of marketing his crops, and the Post Office Department is bringing the producer and consumer into closer touch through the agency of motorized rural parcel post service. Great extension of these routes is planned, and the department has requisitioned 15,170 army trucks from the War Department for the purpose.

It is difficult to foresee any other future for the motor truck industry than one of great growth and prosperity, for the motor truck affords a means of transportation that has long been needed and which fills a vacancy between the railroads operating over fixed and costly routes and horse-drawn vehicles having a narrowly limited range of daily travel.

New York In Move For Weeding Out Of Incompetent Drivers

Fred W. Sessions of Utica, chairman of the Law and Legislative Committee of the New York State Motor Federation, has notified the federation officials throughout the State that Chief Magistrate McAdoo of New York City and other magistrates are desirous of seeing some change in the present automobile law so as to do away with incompetent truck and

passenger car chauffeurs and inexperienced automobile drivers, and to put a check on reckless driving.

Mr. Sessions attended a joint session with the magistrates and Secretary Hugo at New York City recently, when the committee was named to go into the matter thoroughly and make recommendations at the next meeting.

It is expected that the proposed bill will impose more obligations on auto-

mobile owners, but the Motor Federation representatives will see to it that said obligations are not burdensome, but in reality will benefit the use and operation of the motor vehicle. For some time New York City has compelled each motorist to have a driver's license, and the motor clubs of the federation already have voted that an operator's license law should cover the entire State.

Another matter under considera-

tion is to make the revoking of drivers' licenses more simple. It is the intention of the committee to have this procedure connected directly with the Secretary of State's office instead of through magistrates, as under the present system. This feature of the new traffic measure has not been thoroughly threshed out, but is expected to be completed soon. Licenses can be revoked under the present traffic laws, but it was

brought out at the meeting in New York that the rules applying to this end of the case were too complicated, inasmuch as applications must be made by a magistrate to the Secretary of State in order to revoke a license. Mr. Sessions recommends for the Motor Federation that a special department be established in the office of the secretary to investigate cases that might terminate in the license being revoked.

GARFORD Motor Trucks

A PHENOMENAL SUCCESS

From a small beginning 18 years ago to the largest plant in the United States, devoted exclusively to the manufacture of a complete line of commercial vehicles in 1919, is the story of the Garford Motor Truck Company.

GARFORD TRUCKS

are not so-called "assembled" trucks. Each part is designed and built to do its allotted share of work. There is no question as to future supply of repair parts, or the stability of the guarantee.

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The established performances of Garford Trucks have placed them in the front rank among commercial vehicles, and the steadily increasing demand from old users who are adding to their equipment, as well as from new customers, is the best evidence of the stable foundation of the business.

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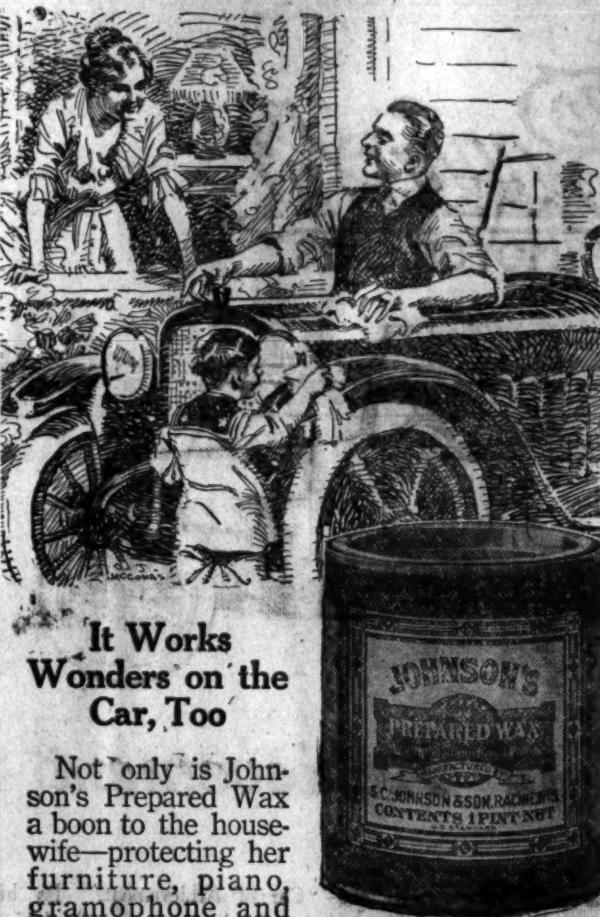
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produces a hard, dry, glasslike polish of great beauty and durability on any finished surface. It forms a thin protecting coat over the varnish, adding years to its life and beauty. It covers up mars and scratches—prevents checking—sheds water and makes a wash last twice as long.

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Johnson's Prepared Wax is but one of the Johnson Products which includes Johnson's Cleaner for use on motor cars that are greasy, mud freckled and stained; Johnson's Carbon Remover for carbon clogged engines and Johnson's Radiator Cement for leaky radiators.

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Fiat Company Extends To Making Of Trucks

Makes Successful Tests With Agricultural Machines Under Official Auspices

Although largely an agricultural country, Italy never has been self-sufficient in the matter of wheat. To make up the national shortage it has been necessary each year to import about 1,000,000 and a half million tons. In 1915 the importations were the highest on record, being 2,216,108 tons of wheat. Now that shipping is a serious problem every effort is being made to increase the output from the 124 million acres under wheat cultivation and also to put unused land under the plough. Up to a few years ago agricultural tractors were very little used in Italy, but owing to the shortage of labor and the high cost of cattle (a couple of laboring oxen now cost as much as £60) farmers have shown a strong desire to obtain power driven machines.

The extended use which has been made of tractors during the past year or so has helped considerably; but notwithstanding this it is estimated that it will be necessary to import about 2,950,000,000 tons of wheat and maize during the year 1919. Important orders have been placed in the United States for agricultural tractors, but owing to the shipping situation at least one quarter of this order has had to be abandoned. This situation has induced the Italian engineering firms to seriously study the question of agricultural tractor products. The Fiat Company, being the national automobile concern of Italy, was the first to realize the importance of this and a few weeks ago brought out the first of a series of agricultural tractors specially designed for the varied conditions pertaining in Italy.

After having been very thoroughly tested privately, the first public demonstrations of this tractor took place a few weeks ago in the valley of the Po, about twenty miles from Turin. Realizing the educative value of these trials, the civil and military authorities gave every facility for interested persons to be taken out to the demonstrating ground in order to follow the work of the machines. Temporarily relaxing the petrol restrictions, a continuous service of motor buses was maintained from Turin and the surrounding villages to the demonstration ground, thus showing many thousands of agriculturalists to get their practical acquaintance with the motor tractor on the land.

The following are Italy's imports of wheat from 1911 to 1916 inclusive:

1911	1,368,872 tons
1912	1,761,064 "
1913	1,781,761 "
1914	999,475 "
1915	2,216,109 "
1916	1,801,222 "

Firestone Offers A Brand New Tire

Latest Product Of This Company Is Constructed On Novel Principle

The Firestone Tire and Rubber Company has placed a new construction fabric tire on the market. It incorporates in the main the principles that have made the Firestone cord tire a general success, and as a consequence it possesses a number of good points often thought of as belonging almost exclusively to the cord type.

Perhaps the notable feature is the presence of a generous reinforcement that extends around the bead and part way up the side on both inside and outside. Being in the form of a heavy extra layer of fabric, this addition stiffens the casing exactly the point where the strain comes and raises the bending point to where the diameter is amply large. The tire is thus kept from pressing against the rim and sustaining rim cut, besides deriving more absolute strength in point of actual thickness.

Since the curve in the side wall of the tire when it is under a load is by this means rendered more gradual, the danger of crimping is minimised, less heat is generated and the tendency to become brittle and then to crack is reduced in a corresponding degree. Plainly too the likelihood of blowout is proportionately diminished.

In all other respects this new construction fabric tire has been most carefully planned. A very tough yet resilient tread is fused in every edge like a calculated in every detail to promote riding comfort. Immediately beneath the tread is set a powerful breaker strip, whose function it is to distribute all vibrations around the entire circumference of the casing and thereby to lessen the acuteness of shock in any one spot.

Five Gallons Of Gas Per Day Per Soldier

Such Was Daily Consumption Of Fuel In American Expeditionary Forces

Whatever doubts we might have had about the war with Germany being a gasoline war have been dispelled by recent figures from the A.E.F., said S. W. Stevenson, general sales manager for the Bethlehem Motor Corporation of Allentown, Pa.

Every man who served in Uncle Sam's uniform overseas had an allowance of five gallons of gasoline per day. That means the total number of men, some two million odd, can be multiplied by five to get the daily gasoline consumption of the American Expeditionary Forces.

Rather an eye-opener, isn't it? That oft quoted phrase of Napoleon's about "money and its stomach" is still true, but if it wasn't for gasoline a modern army couldn't move at all.

Huge War Work Program Carried Out By Overland

Willys Plants Were Engaged In Turning Out Airplanes, Gun Carriages, Shells And Aircraft Motors

Almost since the very inception of the automobile industry John N. Willys, directing head of Willys-Overland, Inc., has been looked upon as one of its great leaders. The same business determination and foresight he displayed in the early days were again shown when the United States decided to intercede in the interest of right and justice.

Back in 1909 Mr. Willys was so confident of the coming possibilities of the automobile as a necessary unit of rapid personal transportation that in spite of efforts of his friends to dissuade him he purchased the property of the Pope-Toledo plants, and that foundation has built up the great Willys-Overland organization, with its factories, branches and distributing representatives comprising the second largest automobile concern in the world.

Develops Great Air Plant

When war clouds began to loom Willys soon justified the reputation for courage he had won in the automobile industry by adding the duties as controlling head of the Curtiss Aeroplane Company. Immediately upon our entrance into the war he began developing the great Curtiss plant in co-ordination with the Willys-Overland plants to be ready for the heavy requirements which he believed the war would impose.

At this time Willys had not a single order from the United States Government. But when orders did come he was prepared to deliver materials in a remarkably short time. To do this required new buildings and equipment representing an enormous expenditure, which at the time was based on no tangible requirement or order. But in the light of future development the correctness of Willys' foresight again has been proved.

Mr. Willys said last night: "I had to come sooner or later, even a steam engine cannot start off at full speed; we merely tried to be prepared so far as possible to get away with flying start. It seemed logical that the automobile industry should be called upon for a very large part of the war production for it is the third largest and has become one of specialists in high speed production. Consequently it was very easy to deduce that automobile building, which would have to be curtailed, and that we ought to shoulder our part in supplying war materials."

At the signing of the armistice, 19 months and 5 days after the declaration of war, Willys-Overland were engaged in rapidly completing contracts amounting to \$4,800,000,000, requiring



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How Women Motorists Helped To Win The War

"It would seem timely to call attention to the part women have played in the past four years of war," says Albert N. Atkinson, president of the Atkinson Automobile School of New York. "The war is won. While millions of women untiringly served in public capacities, attended the sick, knitted and fulfilled duties that would naturally be looked upon as coming within the domain of woman's work, yet we must not forget for one moment that they did not stop there.

"Women threw off their silks and satins, donned khaki, overalls or whatever best suited the tasks they were assigned. And it was not a mere belief in patriotism by any means, as the world well knows. All foolish pride was forgotten and labor of the most strenuous kind was successfully performed.

"Perhaps no work in which women engaged was more important than that of the motor car. In the past two years in New York city alone upward of 10,000 women have been successfully trained to care and operate self-propelled vehicles. The evidence is quite noticeable if you will only take the trouble to watch any of our crowded automobile thoroughfares. There you will see women driving anything from the 'pecky flier' so-called to the largest type of truck.

"The proficiency women have attained in handling mechanical problems is really remarkable. The result of course feel it is the prime duty of the American people to provide remunerative employment for our returning soldiers and sailors; yet we can ill afford to overlook and forget the women. The nation owes its women war workers a debt of gratitude, and their future should be a matter of great concern to the public."



How About Your Pressure?

Experts estimate that 30 per cent more tyres are worn out every year than would be the case if all tyres were kept inflated to the proper pressure.

So if you are not sure that your tyres are kept at the right inflation for the load you carry, perhaps you are getting 30 per cent less tyre mileage than you ought to get.

There is one way to find out.

See the Goodyear Dealer. He will help you determine the exact pressure which you ought to keep in both front and rear tyres for best service.

He will show you how the Goodyear engineers have worked out the proper inflation figures for all tyre sizes and all sorts of loads.

Then he will give you a copy of Goodyear tables so that you will know how to change your pressure if you change your load.

It would be advisable to consult the Goodyear Dealer at once so as to know definitely the proper inflation for your tyres, instead of being obliged to imagine what it should be.

Gaston, Williams & Wigmore FAR EASTERN DIVISION, INC.,

4 The Bund Shanghai, China

Phone, Central 608

GOOD YEAR

It's sometimes very funny — if nobody is hurt — to witness a motor-car accident where "the other fellow" is concerned.

What would YOU think, though, if YOU had an accident with YOUR car, and had to pay a third-party claim, or else foot a big bill for repairs to YOUR car?



K. T. C. SPECIALS

THE KLAUBER TRADING CORPORATION

Why Vacuum Cups Are a Necessity

Every new mile of hard, smooth pavement increases the necessity for

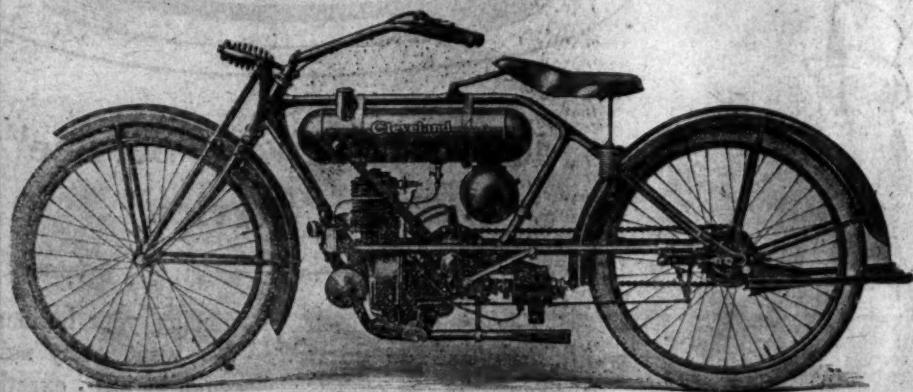
Pennsylvania VACUUM CUP TIRES

For on such pavements—hazardous, treacherous when wet or greasy—the heavy Vacuum Cups are guaranteed not to skid, else tires returnable at purchase price, after reasonable trial—a riding safety guaranteed by no other make of tires.

And it is no uncommon occurrence for Vacuum Cup Tires to average considerable in excess of the service for which they are guaranteed—per warranty tag—of

6,000 Miles

SOLE AGENTS
THE KLAUBER TRADING CORPORATION
21 FOOCHOW ROAD, SHANGHAI



THE CLEVELAND MOTORCYCLE

Essentially a war time vehicle. Embodying those principles of design that provide the utmost efficiency in performance, and economy of operation. The Model represents four years of concentrated engineering efforts, standardization of parts and refinement of construction. It is saving time for busy men everywhere, and conserving fuel for fighters over there. Built to give service—and does it. The CLEVELAND is the only motorcycle employing straight-line worm-drive for transmission of power from engine to rear.

The CLEVELAND is in every respect the universal Motorcycle.

wheel—an exclusive, protected feature. The simplified, sturdy design of the CLEVELAND, its lightweight mobile qualities, and extremely long mileage on fuel, form a permanent solution to the transportation problem.

Dealers everywhere recognize in the CLEVELAND a final answer to the call of the tradesman, commuter and pleasure-seeker, for a vehicle easy to handle, simple to operate and economical to run.

Sole Agents
The Klauber Trading Corporation

21, FOOCHOW ROAD

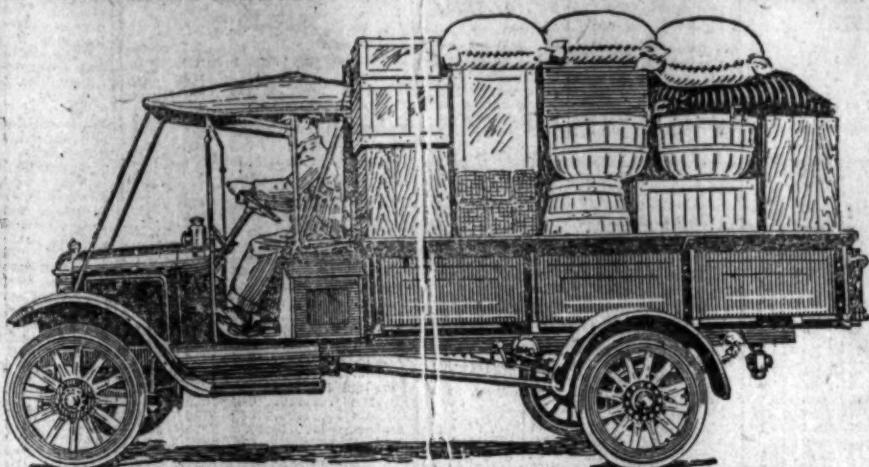


21, Foochow Road, Shanghai.

**THE KLAUBER TRADING CORPORATION
IMPORTERS & EXPORTERS**

Branches: Kobe, Shanghai, Dairen, Changchow, Harbin, Vladivostok, Irkutsk, Tomsk.

Head Office: New York.



REPUBLIC TRUCKS

Internal Gear Drive—The Power Behind Means More Mileage—Less Fuel

The Internal Gear Drive, used on all Republic Trucks, applies the power between the hub and rim of the wheel. That means increased leverage and more power. It also makes it possible to carry the load on a dead I-Beam Axle, that is not a part of the driving mechanism.

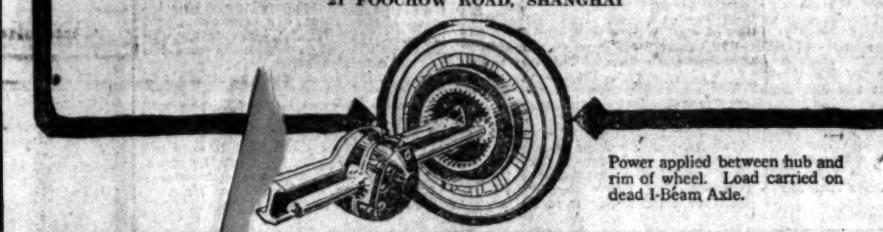
trucks. More than twice as many Republics were produced and sold last year as were produced and sold by any other maker.

Weigh that fact carefully when you select a truck. Only the utmost in quality and service could create such an enormous demand.

There is a Republic to fit your business from lightest delivery to heaviest hauling.

Seven Models:— 3/4 Ton to 5 Ton Capacity

SOLE AGENTS
THE KLAUBER TRADING CORPORATION
21 FOOCHOW ROAD, SHANGHAI



THE K.T.C. GARAGE

Our garage department is under expert foreign supervision. Repairs made on any make of car. Body building, painting, upholstering, etc., a specialty. Estimates cheerfully furnished. Motor car accessories and supplies always in stock.

Cars for hire at

per hour \$3.00 per hour

THE K.T.C. GARAGE

21, Foochow Road, Telephone, Central 2403

Telephone, Central 2403

THE KLAUBER TRADING CORPORATION

Car Prices--Will They Go Up Or Down

By Paul H. Nyström
Director Research Department International Magazine Co., Publishing Motor Magazine

Increases In Car Prices 1918-1919

	Jan. 1, Jan. 1, of	Percent	
Car	1918 1919	In.	
Mitchell C. 42	*1510 1525	2.99	
Auditor 40	1250 1300	4.0	
Hudson H.	2650 2750	3.8	
Chalmers 6-30	1485 1585	5.11	
Escar 6.	1275 1375	7.84	
Allen 41.	1085 1195	9.0	
Escar 4.	1185 1295	9.3	
Odyssey	1285 1395	9.8	
Templar 445.	1985 2185	10.5	
Commonwealth	995 1095	10.5	
Locomobile 48.	5950 6600	10.9	
Paige 6-55.	1795 1985	10.5	
Kissel	1295 1644	11.5	
Case	1875 2100	12.6	
Washington	1785 1985	12.6	
Premier 6-C.	2285 2585	13.1	
Cole	2295 2585	13.1	
Scripps-Booth	935 1065	13.8	
Paige 6-39.	1330 1515	13.9	
Nash 681.	1295 1495	15.	
Pilot 6-45.	1285 1495	15.6	
Stutz	2205 2550	15.8	
Chevrolet 490.	630 735	15.7	
Cadillac 57.	2805 3250	15.8	
Pierce Arrow 48.	5500 6400	16.	
Velle 33	1265 1465	16.5	
Liberty 10 B.	1350 1570	16.2	
Allen 40	1285 1505	16.7	
Studebaker	1685 1885	17.1	
National 12	2585 3050	17.1	
Crow Elkhart	935 1095	17.1	
Pearles 56	2340 2760	17.3	
Buick H 6-45.	1265 1495	18.2	
Globe 6-40	1285 1505	18.4	
Columbia CD	1600 1600	19.2	
Breco	725	835	18.3
Buick H 6 49.	1495 1785	19.4	
Franklin 9	2050 2450	19.5	
Hupmobile R.	1250 1500	20	
Maxwell 25	740	20.8	
Daniels B.	2100 2750	21.0	
Dixie Flyer	895 1095	22.3	
Dodge	885 1085	22.5	
National 6	1995 2450	23.6	
McFarlan	3500 4300	24	
Standard G.	2450 2750	24.4	
Stephens	1485 1785	24.6	
Ford T.	1895 1895	24.7	
Moline Knight	1985 2500	25.9	
Paterson	1265 1595	26.0	
Overland 90	795 985	26.4	
Harron A-1	785 995	26.7	
Elgin A.	1085 1395	27.4	
Saxon	885 1085	27.4	
American B.	1285 1765	27.8	
Dort 11	725 985	34.4	
Moon 6-66.	1850 2500	35.1	
Moon 5-36.	1095 1485	35.6	
Mercer	3250 4500	38.4	
Jordan	1950 2775	39	
Ford T.	360 620	45.8	
King	1650 2570	55.6	

The recent reduction made in retail prices by General Motors on Cadillac, Oldsmobile, Chevrolet and Buick and by Franklin, Winton, Peerless, Cole and Velle have naturally aroused interest in all branches of the automobile trade from the manufacturer to the consumer. Are these reductions for want of general reductions? Is there no room for certain competition? Will it be possible for the consumer to buy cars for less money if he postpones his purchase? These are some of the questions that are being asked.

Whether there will be any general price reduction will depend upon the union, first, price tendencies of raw material and labor; second, possibilities of reducing cost of production by increasing output by better shop methods; third, upon the size of the margin between present costs and prices of individual cars; and fourth, upon the keenness of competition.

No sound reason appears for the view that there may be any substantial immediate decline in these costs. It seems to be a reduction in prices, it seems likely that these reductions can be taken out of either raw material or labor.

Motors To Aid Reconstruction

"Much has been said and written about the part the automobile is to play in the reconstruction of Europe. Knowing as we do what the gasoline motor accomplished in the recent world conflict we naturally assume that it will be as great a factor in rebuilding the war ravaged countries," comments an American engineer.

"We might pause to consider a moment what part the automobile will take in rebuilding Europe.

"The uses to which the automobile has been put at home during the war have proven beyond a doubt that

its place in the daily business life of every community is thoroughly established.

Helps Motor To Speed Up

"Without it the success of the 'speed up' program would have been minimized. In addition to its value in a commercial way it otherwise proved itself useful in the ultimate elimination of speed and energy in the great financial and industrial battle waged in this country for the overseas forces.

"It added hours to the energetic labors of the nation's manufacturing and financial heads, engaged re-

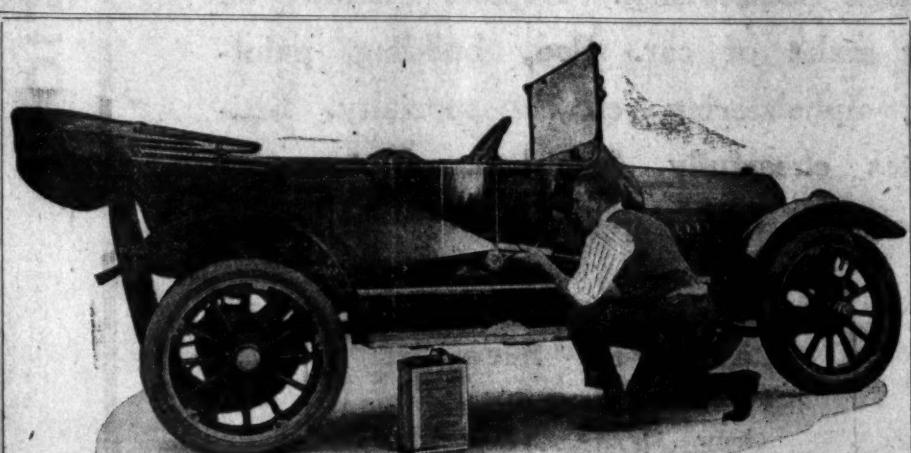
spectively in producing materials and finances of war. It made possible the speedy carrying out of orders. It provided needed recreation for the executive who at times may have come to England not robbing the Government of his services through overwork.

"It was constantly being pressed into service for war time emergencies. As an illustration: A certain county in England had difficulties in getting one of the Liberty Loan drives by over-subscribing its quota 150 percent. Its feat was the more remarkable because a total of \$85 was spent in advertising during the campaign.

"The chairman of the committee in the county was asked what he deemed the chief factors in the success of the campaign.

"Without hesitation he replied:

"Hard work—and the automo-



WONDER-MIST

MIST contains nothing that will in any way injure the finest finish. It keeps motor-cars always looking like new. The original factory finish is maintained without putting on an artificial coating, which must eventually be removed. WONDER-MIST is a perfect food for varnish, keeping it always alive and elastic. This prevents checking and cracking of finish. It is put on with a sprayer, which method means a saving of time, labour and expense. WONDER-MIST is also economical. A gallon will clean a car 50 times.

OBTAIABLE AT ALL GARAGES

ARKELL & DOUGLAS, INC., 38 Canton Road. Phone, C. 2002

Increases In Car Prices 1917-1919

	Jan. 1, Jan. 1, of	Percent	
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Mercer	3250 4500	38.4	
Jordan	1950 2775	39	
Ford T.	360 620	45.8	
King	1650 2570	55.6	

With its aid we delved into the most remote corners of the county. Without it we could not have hoped to accomplish the result."

"The world today is facing the problem of reconstruction after the war. There has been a wealth of material destroyed during the recent conflict. That which was prepared for war has little or no peace value. This loss must be offset."

"The combined industrial and financial interests of the world will be called upon to make up the existing deficit."

"For the time at least, the United States will bear the brunt of the work of reconstruction, both financially and industrially. This will mean a continuation of the spending up program in vogue during the war."

Must Play Its Part

"The automotive industry, the third greatest in the United States, must play its part proportionately."

"At the time of the armistice there was a shortage of 2,000,000 automobiles in the United States. This naturally may be attributed to the curtailment of production, to the fact that many cars were pressed into service of the government both at home and abroad, and to the fact that a great number of privately owned cars have practically worn out."

"It is readily evident that this shortage must be made up in the immediate future. The business press of the country already demands it. One automobile's value, already established as essential to business both great and small, will increase as time goes on as it has increased in the past."

"The manufacturer, the professional man, the farmer, have come to look upon it as necessary. It means a saving of time and labor and of this saving means money."

"Although devoting practically its entire energies to the production of war materials during the last year and half has been a strain on the automobile industry, many manufacturers increased their capacities from 25 to 50 percent. It is certain they will not return to a pre-war basis of production with these facilities at hand."

Readjustment Period

"With this increased production possible the industry stands prepared to meet the demand upon it."

"Naturally the automobile industry will go through a period of readjustment along with other industries. The problems of obtaining materials and of adjusting labor conditions will be met with these problems have been solved no marked decrease in the price of automobiles is anticipated."

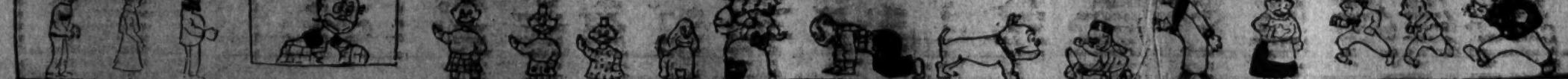
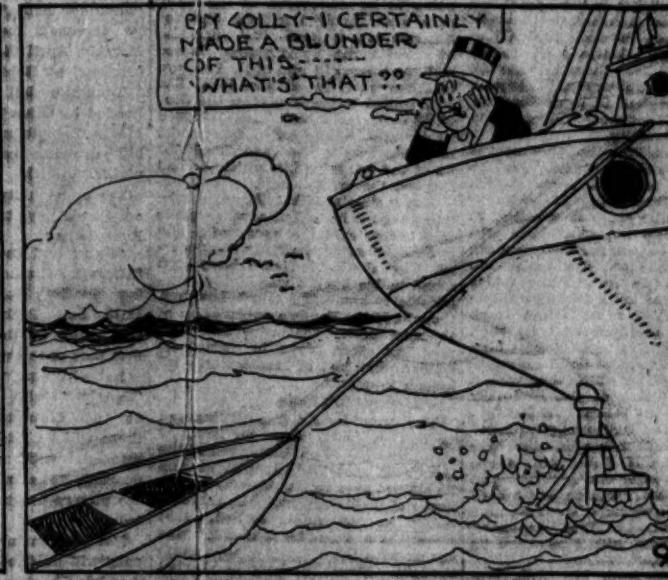
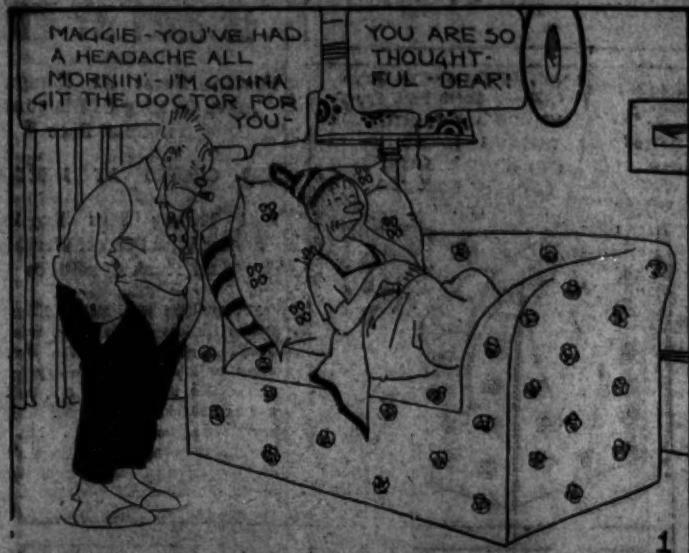
"The time is not far off when American interests will be called upon to assist in the development of India, South Africa, Australia, South America and South Africa. There is every reason to believe that a ready response will be given this appeal."

"American enterprise will invade these undeveloped fields with American methods. The American automobile will blaze the trail."

Sporting and Comic Picture Section

Sunday, April 6th, 1919

Bringing Up Father





SPORTING NEWS SECTION THE CHINA PRESS



SHANGHAI, SUNDAY, APRIL 6, 1919

CHINESE TRAIN FOR MAY GAMES

Reports From All Parts Of Country Tell Of Athletes Preparing For Olympic

MANY MEETS SCHEDULED

Competitions This Month Will Give Line On China's Chances At Manila

Excellent reports are coming in from different sections of China regarding the preparations for the Far Eastern Championship games. One of the best pieces of news, as far as track and field athletics is concerned, came in a letter from Mr. Y. C. Chang, the President of Tsinghua College, the American Indemnity School in Peking, to the effect that the faculty had decided to make special arrangements so that students of Tsinghua who are good enough to make the China track team could leave school to go to Manila. The students did not wish to take the risk of going to Manila with the chance that they might return and fail in some subject, thus spoiling their chances for the scholarship to some American college. In order that the students might not have to take this risk, the faculty met and decided on a line of action which makes it possible for those athletes who are up in their studies to go to Manila as a part of their national team. One or two athletes who are low in their studies will not be permitted to go.

Athletic meets are being held in different parts of China, the purpose of which is to comb out available track and field material. Tientsin and Peking will have local meets. These cities, together with Canton, Kaitang and other places, will send their best men to Taiyuanfu in Shensi for the North China championship meet on April 14-15. The North China material that is available for the China team will be selected after this meet.

In East China preparations are actively going on for the spring training and the athletic tryouts. There are six big colleges in the East China Intercollegiate Association that will be represented in the East China Intercollegiate athlete meet to be held on April 24. These schools are St. John's University, Nanyang College, Shanghai College, Soochow University, Hangchow College and Nanking University.

At the same time that this meet is held, there will be tryouts for the China team for men from Fukien Province on points in the Yangtze Valley who are not enrolled in the East China meet. This will be the only chance for men who are not in schools that are under the North China Federation nor under the East China Intercollegiate Association to try for the China track team. It is essential that all such men who want to try for the China team send their names and addresses and the events in which they wish a trial to the office of the Honorary Secretary of the F.E.A.A., 4 Quinsay Gardens, at the earliest opportunity.

Canton has been having some tryouts in track and field, and is endeavoring to enter one or two men in the China team. Canton and Hongkong are practising very hard in volleyball and the best team will be selected from among these players.

Word comes from Mr. J. L. McPherson, Secretary of the Hongkong Athletic Association that the Chinese football team, there is one of the best in years. This team played in the senior league this year, got into the final of the shield competition and then lost to the Hongkong Football Team, perhaps the best aggregation in the Far East, by the very close score of 1-0. Canton and Hongkong are practising very hard in volleyball and the best team will be selected from among these players.

Mr. McPherson's word regarding tennis is exceedingly encouraging. He says that in 1917 the runner up in the open championships of Hongkong, Europeans included, was a Chinese. Last year this same Chinese won the championship of the Colony and holds the present title holder. He defeated all the Europeans. In the championship doublets this same player and his partner won out in 1917 and again in 1918. Both these men will be able to go to Manila and will certainly be included in the tennis team. It is probable that two other men will be taken from North or Central China.

No official word has reached the Committee for China to the effect that Japan will not take part in the coming games. Japan threatened to withdraw because the date cannot be changed from May to August. Manila replied that any date between June and the end of September was impossible because of the almost continuous rainfall. The Committee for China sent a cable opposing postponement, not because May is considered the best month for the Chinese team to get away, but because

(Continued on Page 3)

Smiles from the Mixed Court



Is there a second for the nomination of Mme. Faung Waung-m as candidate for a job with the Municipal detective force?

As a Hawkshaw Mme. Faung has marked qualifications. Her latest accomplishment as an amateur sleuth was recounted in the Mixed Court yesterday, thus: A few mornings ago the heroine of the episode stood at the door of her residence on Kiu-ching Road exchanging a few confidential remarks with Mme. Wong, who was washing a bucket of rice at the fire hydrant a couple of hundred yards up the street. While the mistress of the house was thus mildly engaged came Koo Ling-ching with his ash cart to remove the cinders and refuse and give the kitchen its daily tidying. When he reappeared Mme. Faung went within to see if the place had been properly cleaned. It looked cleaner than usual. After puzzling some time it dawned upon her that this was due to the absence of a large brass kettle which she had been scouring previous to the chat with her neighbor. A search party was organized and ultimately the missing utensil was located, tucked away behind the camouflage of various articles in the Faung's commode.

And it was then dragged joyfully back and restored to its accustomed hook over the stove? Not much. Mme. Faung carefully restrained the surrounding bric-a-brac, closed the commode and complacently waited for confirmation of her theory. When Koo appeared next morning she took pains to be discovered at the curb once more involved in long distance repartee with a friend. But once Koo was inside the conversation lapsed and she tiptoed in and applied an eye to the crack in the kitchen door. She only waited to see Koo open the door of the commode and then skidded lightly outside and called a cop, who met Koo at the door and lifted the lid of the refuse pail in which he had dropped the kettle.

Koo maintained that it was not he who took the kettle but another coolie who had entered the house with him and had then mysteriously disappeared. That the kettle should have been found in his pocket was highly inexplicable to him. The Court, however, thought Mme. Faung's explanation of the fact pretty conclusive and Koo now has seven days in which to ponder what sort of business he shall launch into next.

For Friendship's Sake

The way Te Kung-sung lingered around a shop door on Hankow Road finally got on the nerves of the C.P.C. on beat the other night and he started over to inquire why in the name of daylight saying the lingerer didn't go on home to bed. Just about this time Te evidently was struck with the shapeliness of that same thought. From the way he started out it appeared as though his bunk must be in the other end of town and that he only had five minutes to get there before the landlord locked the front door.

The C.P.C. was mad by this time though and bent on saying what he had to say. The conversation opened on the next corner after the pair had disengaged and recovered their wind. It suffered a break again when the C.P.C. noticed that Te was occupied in trying to conceal a crow bar in one sleeve and an electric torch in the other. He dragged his captive back to the shop and inspected the door, finding that the lid of the crow bar matched nicely with a lot of dents in the woodwork.

In court Te had only been out looking for a friend. So in the interests of his friends his crow bar and lamp were confiscated and he went into retirement for three months.

Problem In Ethics

While the Sikh watchman was firing with a fruit seller on the corner Lee Foo-sing walked briskly into an empty factory building on the Broadway and began taking the panels out of the window sashes. He had extricated five and laid them carefully in his basket when the watchman came back.

"Well," said Lee, when the court pressed him for reasons, "the place was vacant. What did it need with glass in the windows?"

The court knew the answer but it pressed him for reasons, "the place was vacant. What did it need with glass in the windows?"

The court knew the answer but it

he reasoned it out himself and so he was given a month to think it over.

INDOOR SPORTS



At The Theaters

Charlie Chaplin packed the Apollo Theater when his film "Shoulder Arms" was screened at the playhouse. Insistent requests have prompted the Apollo management to obtain the exclusive rights for "A Dog's Life" the picture that preceded "Shoulder Arms." "A Dog's Life" is the first picture of Chaplin's million-dollar comedy series made for the National Exhibitors. It is said to be even better than "Shoulder Arms." The picture will be screened four nights beginning Monday, April 14. Bookings may be arranged at Robinson's.

Tonight's bill at the Apollo is headed by Olive Thomas in "Madcap Madge," a picture that has been a big drawing card the past two nights. At the matinee today another opportunity will be offered to see Bessie Love in "A Little Sister of Everybody."

"Fatty and the Broadway Stars," "Waifs," a Pathé production featuring Gladys Hulette and Creighton Hale, and Pathé's British Gazette will make up the program for the first part of the week at the Apollo.

In addition to the screening of "Sappho," with Pauline Frederick, at the Olympic Theater tonight, there will be international wrestling matches, with eight wrestlers appearing. "The Immigrant" will head the picture program for the matinee today.

Mr. Blechman's Vaudeville Company will produce "The Only Son" at the Isis Theater tonight. The program also includes the first six installments of "Uitus, The Man From the Dead." The picture will also be screened at the matinee today.

The Monday change of program brings the third epoch of "The Count of Monte Cristo" and the third and fourth episodes of "The Million Dollar Mystery."

Jack Pickford, in "The Dummy," a five-part film, is offered at the Victoria Theater this afternoon and tonight.

TRACK MEET ON APRIL 19

The Soochow University Middle School, Quinsay Road, will hold its annual track meet sports, April 19, at the Y.M.C.A. Recreation Grounds, North Szechuan Road Extension. The program will consist of the 100 yards dash, putting the 12-pound shot, 850 yards run, high jump, 220 yards dash, pole vault, 120 yards hurdles, 440 yards race, one mile broad jump and relay race.

RUGBY GAME WEDNESDAY

A rugby football game between the Shanghai Rugby Football Club and a picked team of British sailors will be played at the Race Course on Wednesday afternoon, at 4 o'clock. Members of the local club are requested to communicate with Messrs. J. W. Webber, Central 2300, and R. M. Saker, Central 12, at once.

St. Xavier Annual Shield Is Won By Alumni Eleven

The annual match between the past and present students of St. Xavier's College for the shield offered in this contest took place yesterday afternoon on the Police ground and after a very even game the past students ran out winners by the odd goal in five.

Both teams were handicapped through absence of some of their regular players. The present team suffering to a greater extent in this respect. From the kick off the Past team began to press but owing to the good defense of the Presents they were unable to score. Much drive and take play took place but at no time were the two goals seriously in danger. When the game had lasted about twenty minutes the Past team opened the scoring through a scrimmage in front of goal due to a corner kick and Favacho, the left back of the Past team, was instrumental in giving the lead. When the interval arrived the teams crossed over with the Past leading by one goal.

On the resumption of play the Present team was determined to even matters and was soon rewarded. During an attack before the Present goal practically all the players of the team were in the Present's territory with the result that by a clearance by Dixon, J. Gutierrez secured the ball and, being in a favorable position and unmarked, had little difficulty in bringing it into the Past's territory and in putting it to rest in the net thus making matters even. The excitement of the Presents supporters must have proved a stimulus to their side as, encouraged by this goal, they were continually on the attack for a time which eventually led to their taking the lead.

A corner kick was awarded the Presents and from the resultant kick the ball was sent in several times but was stopped each time by one of the Past backs, and from a rebound from one of the backs Pearce, who happened to be unmarked, scored one goal which was mainly responsible for the other scored by the outside right.

Specials To Repeat Sing-Song Wednesday

Successful Smoker Program To Be Given Again At French Club

The Special Constables smoker, which delighted a large representation of the male community at the Lyceum a week ago will be repeated Wednesday night at the Cercle Sportif Français when the ladies will have an opportunity of enjoying the fun. The "sing song" is given again by popular request and it has been decided that the proceeds will be given over to the Richest Coolies' Fund. Booking for tables and a limited number of single seats opened at Moutres's yesterday and the early demand for reservations indicates a full attendance. Refreshments will be available at club prices and there will be dancing after the show.

Wilde Defeats Lynch On Points At London

Principals Of 15-Round Bout Receive Congratulations Of Prince Of Wales

(Reuters) Agency War Service London, March 31.—At the National Sporting Club today, in the fifteen-round International Bantamweight contest for stakes and a purse amounting to \$2,400, Jimmy Wilde beat Joe Lynch of America on points.

The Prince of Wales, Prince Albert, high British and American officers and other prominent men were among the two thousand spectators of the contest, which was very keen and very exciting throughout. The fortunes of the fight sometimes wavered, but it was always evident that Jimmy Wilde was holding much in reserve.

After the fight His Royal Highness milled into the ring, shook hands with the man and made a speech in which he said that such contests help to cement the friendship between Great Britain and America.

By Tad

APRIL HANDICAP IS WON BY HILL

Feature Event At Kiangwan Taken On King Of Diamonds After Great Race

BIG CROWD AT MEETING

And Strong Sees Excellent Racing With Perfect Weather And Track Conditions

Mr. William Hill, riding King of Diamonds late Jack's Folly, won the Grand April Handicap, the feature event at Kiangwan yesterday in the remarkable time of 2:27 2/5, but two and two-fifths seconds slower than the record time for the track. Mr. Hill brought the pony through from a field of 15 starters in easily the best race of the day. Railway, with Mr. J. Liou up, pressed Mr. Hill's mount for the last 300 yards. Mr. Hill's pony won by a head. Buxted, with Mr. Daigle riding, was the third-money horse, two lengths behind.

The 10th meeting of the International Recreation Club drew a big crowd to Kiangwan. The stands for Chinese were thronged while the members' stand registered the biggest crowd in two years. Beautiful weather favored the meeting and the track was in rare shape. Many of the events brought out big fields.

Mr. Boyd on his own pony Spring, took the April Handicap Steeplechase without trouble and Mr. Rowe pulled a surprise by getting second after trailing Mr. Springfield on L'Aime and Mr. Masters on Carrickfergus up to the last jump. Carrickfergus was the third pony in.

The April selling plate event saw another victory for Mr. Hill. Poppy, Mr. Hill's mount, Hop-Scoot, Mr. Daigle riding, and Farwellight, with Mr. Moller up, staged a great race in the stretch, three-quarters of a length being the margin between first and second and the same distance separating second and third ponies.

Mr. Moller on Bixhooth lost to Mr. Frank Vida on Tyrant by three-quarters of a length in the Farewell Plate, Mr. Vida winning by a jump in the last 50 yards. Christmas Day, Mr. Crookam up, was but a short head behind Bixhooth.

Mr. Hill won three races, the April Selling Plate, Grand April Handicap and Llama Maiu Plate events.

How The Jockeys Fared

Hill	2	1	1
Vida	2	0	1
Moller	1	2	1
Burkill	1	2	0
Heard	1	1	0
Boyd	1	0	0
Eira	1	0	0
Rowe	0	2	0
Daigle	0	1	1
Crookam	0	0	4
Liou	0	1	0
Springfield	0	0	1
Masters	0	0	1

The complete summary:

1.—The Cosmopolitan Plate.—Value \$200. 2nd pony \$100. 3rd pony \$50. For China ponies. Weight for inches as per scale. Winners to carry a penalty of 1 lb. extra for every race the pony has won. —Five furlongs.

Mr. Shahmoon's bay Bonanza, (Mr. Heard) 157—1

Mr. B. D. Karpyn's grey Bixhooth, (Mr. Moller) 165—2

Mr. Perchang's bay Christmas Day, (Mr. Crookam) 157—2

Also ran: La Vieille, (Mr. Siffert), Amagi, (Mr. Liou), The Dean, (Mr. Hu), Sidewalk, (Mr. Hill), Despot, (Mr. Burkill), Greysand, (Mr. Springfield), Jomshorg, (Mr. Sorenson), Wild Night, (Mr. Sheep), Tyrant, (Mr. Vida), The Kangani, (T. U. Yip), and Bihai, (Mr. Eira).

Shanghai will send a polo team to Manila in May to meet the teams from the Manila Polo Club, Fort McKinley and Camp Stotsenberg.

The locals planned to arrive in the Philippines for a series to be played in connection with the Olympic Games but they are unable to leave here until May 10.

The Shanghai team will be made up of Boyd, Springfield, Heriotson and Hickling.

Part-mutuel—for win \$22.30; for place, \$11.90; \$20.00 and \$12.40.

Cash sweep—first 327; second 162; third, 244; unplaced—395, 321, 254, 152, 45, 259, 164, 311, 161, 182, 72 and 188.

2.—The April Manila Steeplechase.—Value \$800. 2nd pony \$100.

3rd pony \$50. For China

Sub-Griffins "L" allowed 5 lbs.
One and a half miles. Ibs.

Mr. Swader's grey York. (Mr. Vida) 150—1
Mr. Tuckong's grey Triumph—
"that Star." (Mr. Hill) 155—2
Mr. Perchang's grey Justifica-
tion. (Mr. Crokam) 155—3

Also ran: Asama, (Mr. Tomono),
Wellington, (Mr. H. F. Hu), Eastern
Star (Mr. Sloan), East Asia, Standard
(Mr. Springfield), Roseway, (Mr. T. U. Yih), New Star, (Mr. Heard) and
Motorist, (Mr. Matsumoto).

Won by one length and a half; half
a length—first, 19.6.
Parimutuel—\$1.40, \$81.20; for
place, \$10.00; \$7.30 and \$9.20.
Cash sweep—first, 475; second, 7;
third, 521; unplaced—122, 481, 269, 52,
466, 344 and 266.

4.—The Exchange Plate.—Value
\$100. 2nd pony \$100. 3rd pony
\$100. For China ponies. Weight
for inches as per scale. Winners,
5 lbs. extra.—One and a half
miles. Ibs.

Mr. Ezra's grey Rosewood, (Mr.
I. Ezra) 160—1
Mr. Day's grey Shenkoland, (Mr.
Burke) 160—2
Mr. R. Macgregor's roan High-
flyer, (Mr. Hill) 162—3
"Alder," Flyover, (Mr. Heard)
and Nativeval, (Mr. J. F. Hu).
Won by one length; many lengths.
Time—8.16.

Parimutuel—for win, \$15.68; for
place, \$6.70 and \$6.90.
Cash sweep—first, 292; second, 507;
third, 87; unplaced—416 and 194.

5.—The Lameh Miao Plate.—Value
\$100. And pony \$100. 3rd pony
\$100. For China ponies that
have never been raced previous
to 4th February, 1918. Weight
for inches as per scale. Winners
of two or more races, 5 lbs.
extra. Unplaced ponies allowed
5 lbs. Winners of a Subse-
cutive Griffins "L" race to carry
weight for inches as per scale.
Non-winning sub-griffins "L"
allowed 7 lbs.—Three-quarters of
a mile. Ibs.

Mr. Tuckong's white Lode Star,
(Mr. Hill) 153—1
Mr. T. U. Yih's grey Star, (Mr.
Heard) 160—2
Capt. Ruhneon's brown Tuborg,
(Mr. Crokam) 155—3
Also ran: Hop-Scoot, (Mr. Dak-
sleth), Salaro, (Mr. Rowe), Cranby,
Mr. S. Sheng, (Hu), (Mr. Nagai),
King of Clubs, (Mr. Vida), China Sea
late Happyland, (Mr. H. F. Hu) and
Amagi, (Mr. Liou).

Won by two lengths; three-quarters
of a length. Time—1.23.

Parimutuel—for win, \$33.80; for
place, \$7.30 and \$6.90.
Cash sweep—first, 58; second, 330;
third, 254; unplaced—584, 510, 184, 427,
530, 460 and 46.

6.—The April Handicap Steeplechase.—Value
\$200. 2nd pony \$100. 3rd pony \$100.
For all China ponies. Handicap weights will
be published on morning of the
steeplechase.—Two miles. Ibs.

Mr. C. C. Boyd's cream Springie,
(Mr. Hill) 164—1
Mr. Lamont's grey Medina,
rickergus, (Mr. Master) 155—2
Mr. N. W. Hickling's grey Car-
rier, (Mr. Master) 151—3
Also ran: L'Asane, (Mr. Springfield),
Won by many lengths; many
miles. Time—4:44 2/6.
Parimutuel—for win, \$14.00; for
place, \$7.10 and \$12.

Cash sweep—first, 139; second, 601;
third, 115; unplaced—261.

7.—The Grand April Handicap.—Value
\$500. 2nd pony \$100. 3rd pony \$50.
For all China ponies. Handicap weights will be
published on morning of the race.
Winners after publication of
weights, 5 lbs. extra.—One and
three-quarters miles. Ibs.

Mr. Chow Sung's bay King of
Diamonds late Jack's
Folly, (Mr. Hill) 148—1
Mr. Santeh's white Railway,
(Mr. J. Liou) 143—2
Mr. G. D. Coutts' grey Busted,
(Mr. Dalgleish) 155—3

Also ran: Le Rhuin, (Mr. Sifert),
Sans Peur, (Mr. Sorenson), Sir Lan-
cock, (Mr. Heard), Twenty Two
Carat, (Mr. C. T. Cho), Lanchester,
(Mr. H. F. Hu), Kite, (Mr. Nagai),
Springfield, (Mr. Burkill), Desertion, (Mr. Vida), Yellow
Diamond, (Mr. T. U. Yih), Iron Duke,
(Mr. I. Ezra), Illumination, (Mr.
Crokam) and Honglai, (Mr. S.
Nagai).

Won by a head; two lengths,
Time—2:37 3/5.
Parimutuel—for win, \$41.10; for
place, \$16.46; \$27.50 and \$12.50.

Cash sweep—first, 552; second,
462; third, 487; unplaced—637, 197,
531, 187, 347, 449, 350, 551, 612, 12,
870 and 816.

8.—The April Selling Plate.—Value
\$100. 2nd pony \$100. 3rd pony
\$50. For all China ponies. Win-
ner if entered to be sold for \$300,
weight for inches as per scale;
if to be sold for \$100, allowed 5
lbs.; if to be sold for \$100, allowed 5
lbs.; if to be sold for \$100, allowed 5
lbs.—One mile. Ibs.

Mease, Liou brothers' black
Poppy, (Mr. Hill) 148—1
Mr. W. S. Jackson's grey Hop-
Scotch, (Mr. Dalgleish) 152—2
Mr. J. Spunt's brown Persian-
light, (Mr. E. Model) 155—3

Also ran: The Duke, (Mr. Rowe),
Matsukaze, (Mr. Tomono), Sunaway,
(Mr. Yih), Johnston, (Mr. S. Nagai),
September Moon, (Mr. Heard), Loc-
field, (Mr. Vida), Climax, (Mr. C. R.
Burkill), Carbon, (Mr. Springfield),
Darras, (Mr. H. F. Hu), Justification,
(Mr. Crokam) and Unionist, (Mr. J.
Liou).

Won by three-quarters of a length. Time—
2:46 4/5.
Parimutuel—for win, \$16.50; for
place, \$8.90; \$30.90 and \$15.60.

Cash sweep—first, 112; second,
257; third, 292; unplaced—61, 370,
509, 555, 47, 492, 32, 388, 45, 231 and
390.

9.—The Farewell Plate.—Value \$300.
2nd pony \$100. 3rd pony \$50.
For all China ponies that have
started at this meeting and not
won a race. Weight for inches
as per scale.—Three-quarters of
a mile. Ibs.

Mr. Foh Sing's chestnut Tyrant,
(Mr. Vida) 155—1
Mr. B. D. Kapteyn's grey Bix-
shots, (Mr. Model) 155—2
Mr. Perchang's bay Christmas
Day, (Mr. Crokam) 155—3

Also ran: Sideway, (Mr. Hu),
Nativedland, (Mr. Rowe), Greyhound,
(Mr. Springfield), Jomborg, (Mr.
Sorenson), Wild Night, (Mr. Burkill).

Shanghai Basketball Champions



A Chinese team, the Young Men's Christian Association Training School, five, by winning 13 of the 15 games played, took the first championship of the Shanghai Amateur Basketball League.

The successful season was featured by the consistent and snappy teamwork of the Training School quintet, which was easily the best aggregation in the circuit.

The players, standing from left to right, are Wang Hoh and Tung, those kneeling and sitting are Wong, Ku, Hui and Tsui.

The regular team was made up of C. G. Hahn, physics director of the Shanghai Y.M.C.A., and a graduate of Chicago Y.M.C.A. Training School; Tung Shou-i, Tungchou College

graduate and member of the basketball team that represented China at the Olympic Games in Tokio last year; Wong, Chung-tung, St. John's, and Peking University men; Ku Ping-hi, a native of Manchuria now in his second year at the Training School, and Hui Man-fai, a Cantonese who has been prominent in Olympic circles. Hui went to the Olympic Games at Manlia three years ago as a sprinter and volleyball star and managed the volleyball team at the games held at Shanghai and Tokio.

The players, standing from left to right, are Wang Hoh and Tung, those kneeling and sitting are Wong, Ku, Hui and Tsui.

Tung Hahn, Peking University graduate, and Wang Ptsen, who first played basketball at Changsha and is now in the local Training School, were the substitutes.

handicapped in this date than is China.

It is to be hoped that Japan will decide to enter some of the championships, if not all. The meet this year is to be run differently than previous meets. Whereas formerly all events were grouped together to determine the championship of the Far East in athletics in general, the present model is so arranged that there are individual championships in each of several sections. There will be the championship of the Far East in track and field athletics, football, volleyball, basketball, tennis, swimming and in a five-mile modified marathon. The main difference lies in the fact that formerly each of these divisions was given a point value. Formerly the points won in track and field, team games, swimming, etc., were all added together to determine the Far Eastern championship. In the coming meet this system of grouping points will not hold. Points will be given for the winning of first, second and third in each of the track and field events to be added together to determine the track and field championship of the Far East. In like manner the points won in each other event will be added together to determine the championship of the Far East in basketball, if it should be possible for the system to make it possible for a country to specialize and go in for certain specific championships if it does not desire to go in for all of the events. Japan could send just its baseball team if it wanted to be in the meet without taking a large number of men away from Japan. China could specialize on volleyball and basketball if it should find itself unable to send a full team in all sports. However, it is at present planned by the Committee for China that to be represented in track and field, the five-mile marathon, swimming, tennis and baseball, volleyball and football.

In 1918, when the first Far Eastern meet was held in Manlia, the date was February 1-10. While

one thought this would seem to be a very awkward date from the standpoint of China, and especially North China, it actually proved to be not a bad time. It is true that very little training can be done between the first of December and the middle of January in North China but it is also true that not much training can be done early enough in the spring to get into first class condition by the end of April. The athletes in North China go into local meets and in some cases into the North China championship meet without having had sufficient time to get into condition. Having to leave China by the first of May means that the men have had about five months to get out of training and only about one month in which they could do any training at all. In the case of the Voluntary Aid Corps, the men there only had about six weeks to get out of training and would have landed in Manlia in quite good condition if they had gone down in a larger boat and had arrived about a week earlier.

China has not finalized on the May date because it has proved to be the best month in the year from her standpoint, but for other reasons, chief among which is the fact that at the meeting of the Far Eastern Athletic Association in Tokio in 1917 attended by representatives of Japan, it was decided to hold the games in Manlia in May. Japan is no more

handicapped in this date than is China.

It is to be hoped that Japan will decide to enter some of the championships, if not all. The meet this year is to be run differently than previous meets. Whereas formerly all events were grouped together to determine the Far Eastern championship. In the coming meet this system of grouping points will not hold. Points will be given for the winning of first, second and third in each of the track and field events to be added together to determine the track and field championship of the Far East. In like manner the points won in each other event will be added together to determine the Far East in basketball, if it should be possible for the system to make it possible for a country to specialize and go in for certain specific championships if it does not desire to go in for all of the events. Japan could send just its baseball team if it wanted to be in the meet without taking a large number of men away from Japan. China could specialize on volleyball and basketball if it should find itself unable to send a full team in all sports. However, it is at present planned by the Committee for China that to be represented in track and field, the five-mile marathon, swimming, tennis and baseball, volleyball and football.

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Little Jimmy

